

CITY OF
ISSAQUAH

Department of Public Works/Engineering
MAJOR DEVELOPMENT REVIEW TEAM
PO Box 1307, Issaquah, WA 98027-1307
425/837-3444 Fax: 425/837-3439

November 29, 2011

Members of the Urban Village Development Commission

RE: Urban Village Development Commission Meeting

Dear Commission Member.

The MDRT looks forward to meeting with the Urban Village Development Commission (UVDC) at **7:00 p.m. on Tuesday, December 6th** in the Council Chambers, located at 135 E Sunset Way.

Attached please find the meeting agenda. If you haven't done so already, please confirm your attendance by calling me at 425/837-3414 or email: gailag@ci.issaquah.wa.us.

Sincerely,



Gaila Gutierrez
MDRT Business Coordinator

cc: Ava Frisinger, Mayor
Bob Harrison, City Administrator
Sheldon Lynne, Public Works Director
Keith Niven, MDRT Program Manager
Lucy Sloman, MDRT Planning Consultant
Dan Ervin, MDRT Engineering Consultant
Autumn Monahan, Public Information Officer
Trish Heinonen, Planning Department
Bud Bakker, Eastside Fire & Rescue
Bret Heath, Public Works Operations
Leo Suver, The Burnsteads
Barbara Shelton
Connie Marsh
Kristi Beckham
David Kappler

CITY OF ISSAQUAH URBAN VILLAGE DEVELOPMENT COMMISSION AGENDA

MAYOR
Ava Frisinger

COUNCIL
Fred Butler
Eileen Barber
Josh Schaer
John Traeger
Mark Mullet
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URBAN DEVELOPMENT
COMMISSION
Geoffrey Walker, Chair
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Karl Leigh
Nina Milligan
Michael Beard

Alternates
Erik Olson
William Horton
Jim Kiebert

STAFF
Keith Niven,
Program Manager
Dan Ervin,
Engineering Consultant
Lucy Sloman,
Planning Consultant
Gaila Gutierrez,
Business Coordinator
Candy Baer,
Planning Technician

Tuesday, December 6, 2011
Council Chambers

7:00 P.M.	Call to Order	Walker
7:01 P.M.	Meeting Minutes <ul style="list-style-type: none"> September 28, 2011 October 4, 2011 October 26, 2011 	Walker
7:05 P.M.	Rowley Development Agreement Update	Niven
7:15 P.M.	Issaquah Highlands and WSDOT TDR Preliminary Plat Parcels 1 and A	Sloman
8:30 P.M.	Public Comment	Walker
8:40 P.M.	Issaquah Highlands Regency Centers Update	Niven
8:50 P.M.	Open Discussion	Walker
9:00 P.M.	Adjourn	Walker

Upcoming meetings: December 20th

Council Chambers, 135 East Sunset Way, Issaquah, WA
Questions? 425.837.3414 or gailag@ci.issaquah.wa.us

CITY OF ISSAQUAH
URBAN VILLAGE DEVELOPMENT COMMISSION
Meeting Minutes

Tuesday, September 28, 2011

Council Chambers

Issaquah, WA

COMMISSIONERS PRESENT:

Geoff Walker, Chair
Karl Leigh
Stefanie Preston
Michael Beard
William Horton
Jim Kiebertz
Erik Olson

STAFF PRESENT:

Keith Niven, MDRT Program Manager
Gaila Gutierrez, MDRT Bus. Coordinator
Lucy Sloman, MDRT Planning Consultant
Dan Ervin, MDRT Engineering Consultant

These meeting minutes are a brief summary of the Urban Village Development Commission meeting. For a complete record of the meeting; a video taping of the meeting is available upon request.

The Meeting was called to order at 7:02 p.m.

PRESENTATION FROM CASCADE LAND CONSERVANCY (CLC)

Jeff Aken, Project Manager, gave an overview of CLC and what the program is about. Established in 1989, they have conserved over 173,000 acres. They've grown into a nationally renowned organization with a reputation as a leader on innovative conservation approaches, land restoration techniques and creating livable and affordable communities. The CLC vision is to build strong regional economies and promote livable cities and communities while ensuring healthy ecosystems. They partner with Cities that join the program to create the tag line "complete, compact, and connected". The City of Issaquah joined CLC in 2007 and became a leadership city in 2008. The discussion continued about schools, housing, focusing growth within existing borders, transportation options, how to connect housing with schools with natural amenities, parks, civil services and making inviting downtowns for people.

KEIBURTZ asked if they are trying to influence the central issaquah plan or the way the city is now. Aken replied they're supportive of both. They're interested in how open spaces is provided, mixes of housing types, prices and how to make sure development in Central Issaquah doesn't sprawl and maintaining views and quality of life as it goes forward.

KIEBURTZ added there was a comment at a previous meeting concerning possible federal funds to help with development in support of Cascade Agenda. Is that something they advocate? Aken replied they've done a few things and have made efforts in federal and state grants for land conservation and other projects, but not so much with development.

KEIBURTZ added that focusing on growth within cities makes senses, creating higher densities and providing amenities to make places where people want to be and stay.

ROWELY DRAFT DEVELOPMENT AGREEMENT REVIEW

Niven advised the Commission he talked with WALKER during the week with regard to the process. We're writing text, dialogue, editing and there are lots of things to track. Opening the idea of finding better ways to do this, he suggested using a matrix/worksheet that would include the columns showing the topics (main body, appendices), what is proposed in the DA and a comment column. It creates a record for the Council to show areas we deliberated. He added if there are other points that are important to them, we should get them on the chart. He felt this was a good way to get issues out front.

BEARD thought it was a good idea and it would be useful for tracking. Niven replied we would start using this matrix and process and see how it works in the coming weeks.

Skip Rowley (Skip), 1595 NW Gilman: Skip provided some overview and history of Rowley properties. The Tibbetts Greenway received an environmental award from CLC. The main purpose of the greenway was to maintain the stream. The City didn't maintain the area after the 1950's mainly because of the fisheries law which prohibited people from getting into the streams.

The 1990s record rains resulted in numerous floods in the area. The settlement basins from the Sunset Quarry blew out into the creek as did the stormwater structure maintained by KC. The warehouses Gilman Blvd and Tibbetts Park flooded and water rolled down 12th Ave. Over an 11 year period, the Rowleys corrected the problem with the Tibbett's Greenway project which also created/restored habitat, a fish enhancement program, increased wetlands and handled flooding for almost all of the west side of Issaquah.

At permitting, with the master site plan, they used buffer averaging to get 100' buffer so they wouldn't have to move roads, etc and the City accepted it. The City knew the north part of Tibbetts greenway would move the water onto the mall site and the buffer would increase. The map associated with Master Site Plan shows buffer averaging; but the text was incorrect stating there is a 100' buffer. The map was correct, the text was incorrect. There's been some discussion about dishonesty with regard to the buffers; but this is about a mistake in language. There is a lot of confusion about how the buffers were defined.

BEARD asked if a minimum buffer was used on that corridor. Skip answered to get average 100' buffer, the areas varied anywhere between 15' to 125'. KIEBURTZ asked about the Tibbett's Creek south end restoration; will the restoration in general use buffer averaging? Skip replied he believes the full buffer is applied in that area. Niven added that on the south end there will be an averages of about 50' buffer; there is a provision for reducing the buffer to 25' in two locations. If they can get a building in, the 3rd floor and higher (for instance) could be allowed to be within 25' of the creek.

Niven added that interaction with the creek without harming it is something Appendix J currently states. Skip continued the idea is to allow people in an office building to look down into the creek, at wildlife and wetlands. There is no reason we should have to stay away from it, and that is what they are proposing. He used the example of the Bellfield Office Park in Bellevue which is built on the edge of the Mercer Slough.

KIEBURTZ added that it's also a way to interact with developers and find some compromise as well. Niven explained the south segment; the buffers would be widened to 50' which is more than what is there today, and less than what standard code is which is 100'. Sloman added that the specific language relative to this is in Appendix J, Section 7.B. Niven added this is a controversial piece of the DA because its giving something to Rowley that is not standard for rest of city; it will definitely be on the worksheet. Niven clarified, it could be possible the foundation of building would be at 50', and the upper floors could overhang into 25'. They would have to show how that wouldn't impact the critical area, and it would require a critical area study.

Niven took the opportunity to talk about some items while Kari Magill (Magill) and Skip were present. There is a timeline we're trying to achieve, which is get the DA to Council by end of year. This means the UVDC would be done by end of October. He recognized we are asking the UVDC for a lot with all the meetings, past and present, and ultimately asking them for a recommendation. HORTON replied that he didn't believe they could get everything accomplished in only two meetings in October. Niven asked the Rowleys to address the schedule and felt UVDC should hear from them why the timelines is important.

Skip replied they have a schedule and due date; otherwise they'll never get done. The cost for this DA has been affecting the Rowleys for the past 1.5 -2 years. They've been working on this project for 3 years with focus groups, planning etc. He continued the Rowleys took a back seat to the Bellevue College and WSDOT TDR agreements as they realized their importance to the City. That took a lot of the MDRT's time; otherwise it would likely be done by now. They are paying thousands of dollars each month to reimburse the City for expenses on this, but at some point we have to stop.

HORTON replied that if our responsibility is for the content of the DA, how we can achieve it when we still

have so much more to do. We should either extend the schedule or add more meetings. OLSON added that if the Rowleys are ready to move forward, we should move forward to expedite it as much as possible. LEIGH replied that the worksheet will help break down the structure and key elements of what we need to look at so we have a more action focused agenda. WALKER added that the worksheet is a good start; it needs to be a two way population, i.e. what things have we not talked about, what are their issues vs. the UVDC issues, continuing he recognizes and understands the nature of the timeline. There are lot of factors; he's not in favor in rushing just to get it done, but also doesn't want to hold it up either. His understanding is they are ultimately going to make a recommendation; we can make a recommendation with the things we are comfortable with and make note of the things we are not.

Niven then directed the discussion of the Community Benefit piece of the DA. The public benefits identified as part of the DA are housing and consistency with the CIP. He identified the 297 grade elevation reservoir which would serve portions of the city. The existing water system has enough water to provide a portion of the build out; but at some point there will not be enough for standby storage. If we allow Rowley build out and no reservoir, we would be deficient in our standby storage requirement policy. If the City allowed Park Pointe, the 297 would have been built. A location below the hospital is the ideal place.

HORTON asked if Rowley's cause the need for additional reservoir, who would pay for it? Niven replied the reservoir is in the public benefit as it would provide a benefit beyond the Rowley redevelopment. All of the Central Issaquah plan area is in the same standby storage area as Rowleys. Who pays for it is not clear; if another developer comes in and trips the demand, they could pay for it, the city could pay or the Rowleys.

Public stormwater discharge; Rowley will construct a pump station that will pump stormwater to Lake Sammamish. There will be a water quality element associated with it that will clean the stormwater before it is discharged. The facility will be dedicated to the City and will become part of the City's public infrastructure; the capacity will serve more than the Rowley property. The reason it's a community benefit is it could serve other property owners other than the Rowley.

The MTFA (master transportation financing agreement) was discussed; which is basically the street improvements for lack of better terminology. We're assuming the street improvements they provide will be a general benefit to the community at peak periods, but also at provide a positive benefit during non peak times. The details aren't worked out at this time and might be premature to discuss as we don't have all the information.

WALKER asked what the next steps are. Niven answered that Rowley traffic engineers will meet with City and review the model. They'll look at the impacts and identify what's real, what should be done where and cost evaluation. Those decisions will go into the DA. There could be certain limitations from a land use perspective. The MTFA will be the blueprint so to speak. These will be negotiated between administration and Rowley first and then will go before Council.

OLSEN added that at some point we'll want to understand the impacts and plans for SR900. BEARD added he has major concerns with traffic impacts and the UVDC may want to recommend they do not do anything that would degrade the traffic impacts for existing residents.

Niven then moved onto the Public Spaces piece of the DA. The neighborhood park requirements in the DA are to be at least 1 acre at Hyla Crossing and .5 acre on the Rowley side. The vision for Rowley will be more like a plaza vs. grassy kind of space. There will be a recreation trail along the creek that will go along the entire length of Hyla basically from the freeway to the south end. From a recreation stand point, each project will have its own recreation facility such as a pool, roof park, etc.

OLSON asked if we'll lose any green space on the creek. Magill answered that they are intending a public gathering place at the end of Gilman which will draw the public. WALKER added this isn't like Issaquah Highlands or Talus with open grassy parks and while likes the idea of the proposed gathering places, he thought there should also be places where someone could walk a dog. BEARD added that he uses the Tibbett's Park 2-3 times a week as it's within walking distance; it's very well used and popular.

KIEBURTZ asked if there's a way to connect to the new Confluence Park as he thought that would be a

good idea. Tripple replied they did spend a lot of time looking at how you connect the existing trail system and how to create walking distance between the small parks and the green necklace which is the string of trails around the valley floor. HORTON added that he would like to see some parks contain a quiet area rather than a busy area.

WALKER asked about street character speed and scale design of public spaces. Tripple answered that it means larger pedestrian, human scaled environment where you can put a park bench or experience the street scale by adding more landscaping. In some areas, where they can, it may mean slowing down street traffic, adding urban trails and looking at how we do our connectivity so that's pedestrian scaled. WALKER liked the idea, but asked how do you do that without affecting traffic; how is it decided and by whom. Tripple replied it starts with urban planners and transportation engineers and what the city would like as they look forward with the CIP. In order to make it a walkable environment, we need shorten the blocks by adding two smaller internal streets, creating a more pedestrian oriented corridor.

Magill reminded the commission that it will be in increments so it won't be a huge impact at once. BEARD replied that the problem with incremental development is that it can create impacts and become problematic. How do we prevent ending up in a bad state? With regard to the traffic model, is it a realistic traffic model, as we could have two developments with 500 up to 1400 units. How many cars per household are we using? He likes the idea of this community but wants to be realistic about it. For each housing unit you can assume 1 car per unit. His biggest concern is having a realistic traffic model in place when developing this community. WALKER agreed and added the incremental piece has been a concern of his as well. He thinks there could also be opportunity as if they find the incremental building creates impacts, they can work on correcting that course over the years.

KIEBURTZ added it sounds like the MTFA will be developed at the beginning of the entire project. Magill answered they'll know where the triggers are and the traffic will have to work or they won't be able to lease space and people won't to live there, adding they are motivated and committed to making it work.

PRESTON asked if the stormwater pond counts as open space. Niven replied the EIS describes them as open space. Ponds are open space and the idea is they will be a nice, natural amenity with trails, ducks, birds, etc., but will not be an area where you throw a frisbee as it's not a park. WALKER asked what is a trigger for when a park is built. Niven answered a certain percent of open space is required in the EIS. He continued that public comment on the Draft EIS is now in progress. Tripple added the required mitigation is identified in the Draft EIS, and there are also optional ones identified; the document is on the city's webpage if anyone wants to look at it. Niven added the EIS will be included in the back of the DA for ease of administration and the regulations will be easier to follow as the project develops.

Niven moved on to the Housing section. The current language in the DA housing section breaks the build out into two steps. In the first step, there is requirement to provide minimum 500 units of which 100 units need to be affordable housing. Once we hit that point, one additional housing unit per 2000 sq ft of non residential is required. Niven added that further discussion on this would be included on the worksheet.

LEIGH commented the wording of Section 7 Housing seems to have a catch 22 in that residential is tied to retail/commercial development. We've seen problems with that Issaquah Highlands, i.e. which comes first, housing or retail, it isn't very specific.

Tripple replied they realize that no one wants to live by warehouses and amenities need to be there to attract people. They don't want to over commit as they don't know what the future market will be. It's important for them to be conservative and they've looked at both the minimum and maximum housing. They can't predict future, but can set a vision. Niven replied that the DA is very clear with housing or they don't get entitlement.

PUBLIC COMMENT

Connie Marsh, 1175 NW Gilman Blvd Referring to the Traffic model in the DEIS, she's not sure how to translate into the plan for transportation. The model assumes reduced trips for mixed use. Seems they feel there will be a lot of trips removed from the road. It's a difficult analyze and understand because we don't know what it's really going to be like. She would like to see something using raw trip data. The EIS

states the buffer on the south end 100' and so is puzzled by the differences in the two documents. The more information on both documents the more useful the documents become and result in a better product. She's not sure how to get there, but finding a product that can be used by the developer, the community and City would be ideal.

WALKER closed public comment at 8:54 p.m.

WALKER addressed the lower trips, starting with lower trip for mixed use, asking what the baseline trips are and who creates this plan. He tends to agree the raw data should be looked at. Skip replied the modeling, discussions and decisions are City staff, consultants; the 'they' who are figuring it out. They had to do a study at 64 intersections of the city per the city's concurrency ordinance, which cost them an additional \$100K. Niven replied commercial goes one direction during certain times of day, residential goes the other way; that is lower trip generation. You can get more square footage with mixed use. If all is commercial, they will not have mitigated enough trips. He added reduced trip generation rate for mixed use is what we expect. The MTFA may say if they don't build mixed use, they may not be able to get to their square footage.

WALKER asked for clarification; is it that Connie's right about where they're staring, and if that's the case, will it have an impact on what they can do. Niven replied it will have impact in that that they will not be able to get to full build out, or they will have to build additional street improvements if they build a non-mixed use project. If they're not a mixed use project, the design guidelines that talk about creating a mixed use project will have issues. It would be the same as we have in Issaquah Highlands; from traffic standpoint we'll be fine, from non traffic standpoint, which is the design guidelines and goals, if they build one use we'll have the same conversations that were having with the Highlands.

If it's not the project envisioned, there should be a way we can help get it there and coming to table. It's not just about city enforcing new things on the Rowleys. It may be the Rowleys asking the City to build a park garage, or something similar. We're not saying the city can do that, but we can examine ways to find a solution. WALKER asked if we know that is a future issue is there a way we can avoid ending up with the same issues as the Highlands. Niven replied what we've heard from UVDC is the idea of a periodic check in on the project. At end of day, the market will dictate, but the hope is we'll have foresight to put pieces together to expand the choices.

KIEBURTZ added that we've talked about the development that will be in line with the CIP, 2.5M sq ft is not in line with CIP. Niven replied it's a difference between city opening doors for land owners to find solutions or we can regulate them into doing it. The CIP is heading to a place where it's more consistent with the presentation of the CLC. If property owners don't want to do that, and they want to build a strip mall, most of the codes currently in place would allow them to do that in spite of it being inconsistent with where the City wants to go with the CIP. The Rowleys are in the room talking about this and sharing the vision with City and saying yes, we want to be more an efficient, more compact and urban place.

Tripple added the traffic piece began over 2 years ago. The last thing they want to see happen is negative impacts. The transportation analysis is the largest components of the EIS and is very complex. They need to ensure people can get to the site to live, shop, work, etc. or else they won't come.

WALKER addressed the differing buffer requirements. Tripple replied it goes back to the buffer averaging; the south end of is somewhere between 50-100', averaging was done via the original Tibbett's greenway permit. WALKER is confused about the differing opinions of public and the Rowleys and is not sure what to believe. KIEBURTZ thought Skip provided a good presentation about how the site plan and language were inconsistent. Niven added if the EIS says the buffer is 100' at south end, and the DA says buffer is 50' - if they want to go to 50' and EIS is clear that impacts were evaluated at 100', we would require additional environ review. Niven felt its self-correcting adding it's in the Rowley's best interest to not have the conflict between the documents. If ultimately there is conflict, the designated official will require additional environmental review.

WALKER wanted to be clear that he's not taking sides, but is concerned that the information is correct and we should find a way to clarify the information.

Sloman added the master site plan mentioned was created over a decade ago; it was a permit and established the rules for them to move forward.

Staff and commissioners discussed the upcoming meeting schedule and agendas.

Hearing no further comments, the public comment period was closed at 8:55 p.m.

Niven added that the meeting next week will continue discussion the Rowley DA and any questions they may have between now and then they should email to him.

Hearing no further discussion, the meeting was closed at 8:58 p.m.

These minutes are a summary of the Urban Village Development Commission meeting. For more information or clarification, please contact the Major Development Review Team at 425/837-3414

Respectfully Submitted

Gaila Gutierrez
MDRT Business Coordinator

Approved date: _____

CITY OF ISSAQUAH
URBAN VILLAGE DEVELOPMENT COMMISSION
Meeting Minutes

Tuesday, October 4th, 2011

Council Chambers

Issaquah, WA

COMMISSIONERS PRESENT:

Geoff Walker, Chair
John Milne
Karl Leigh
Nina Milligan
Scott McKillop
Stefanie Preston
Michael Beard
William Horton
Jim Kieburz
Erik Olson

STAFF PRESENT:

Keith Niven, MDRT Program Manager
Lucy Sloman, MDRT Planning Consultant
Dan Ervin, MDRT Engineering Consultant
Trish Heinonen, City Planning Manager
Candy Baer, MDRT Planning Technician

These meeting minutes are a brief summary of the Urban Village Development Commission meeting. For a complete record of the meeting; a video taping of the meeting is available upon request.

The Meeting was called to order at 6:00 p.m.

APPROVAL OF MEETING MINUTES:

The meeting minutes from September 20th were presented.

Kristi Tripple, Rowley Properties, identified errors that need to be fixed; Page 2,3rd paragraph; confirmed that the traffic model number is 1450 not 1460. The 5th paragraph after "there is a" should "lot" added at the end of the sentence. Page 4 first sentence, the sentence should be replaced with: These building were very passive prior to being developed. With the hotel and commercial office we see a lot more visitors to the property. And Matt Bott, on page 5 was identified as a local developer but it should state that he is CEO of the Chamber of Commerce.

MOVED BY LEIGH SECOND BY HORTON to approve the meeting minutes as corrected. Motion carried.

ROWELY DRAFT APPENDIX G - LANDSCAPING SUMMARY

Sloman spoke about the key points of the Landscape Appendix. She stated that the removal of landscape buffers as a requirement because this whole project is a mixed use project and we do not need to use a landscape buffer as a separation of use.

Sloman stated that landscaping for streets and trails have been integrated into the Landscaping Appendix instead of being in the street or circulation appendix. The flexibility of landscaping for parking lots has been integrated into this appendix. Added screening and treatment for parking garage roofs into this appendix.

PRESTON asked at what point to landscape requirements come into play at a transition parking lot. Sloman stated that in Appendix M and she believes over 5000 square feet you have to comply. Niven stated that as part of the discussion of when they have a transitional use there would be a transition plan. When that is submitted there would be some negotiated landscaping.

LEIGH asked if there is any provision of preservation of trees written into here. Niven stated that the trees existing now will more than likely be removed for the development however; that the landscape areas will more than likely all have trees associated with them.

WALKER asked the definition of buildout was. Sloman explained that the buildout is defined by a certain amount of years. Niven added that the Rowley Development Agreement buildout is 30 years.

MCKILLOP asked about 10.3 fertilizer usages and asked if we should require adding additional requirements since this property is so close to the water table. Sloman stated that there will be a Landscape Contractors Guide and certain requirements that will be in effect at landscape permit process.

MILLIGAN asked about the trees on Gilman. Sloman explained that the trees on Gilman are within Right-of-way and they are under regulation of the regular City Preservation Plan.

ROWELY DRAFT APPENDIX L – SIGN SUMMARY

Sloman stated that the aspects from the 7th Amendment of the Issaquah Development Agreement have been incorporated into this appendix. In the overview presentation we discussed letter sizes and decided that the letter size would be decided on the length of the façade. We also added the option of additional small signs that would be regulated in different ways. We also added the option of Corporate Id signs which would also allow them to be illuminated if they face SR900 and I90 and timing of when those signs could be on would be regulated. Sloman continued that the allowance of food carts/trucks would also allow signage. Monument and Free-Standing Signs were added into the sign code which would allow them on a case by case basis.

WALKER asked about the LED movement signs. Sloman stated that those are prohibited City-Wide; but with the modification process it could allow something in the future if needed.

HORTON asked that we be careful approving scrolling signs or dynamic signs that may distract drivers.

MILLIGAN asked to consider the addition of pedestrian oriented monument sign to showcase the tenants they had. Sloman called out 4.14 that show pictures of signs that could be allowed.

LEIGH section 3.2 is subjective to the illumination needed. Sloman stated that in the sign appendix it just briefly describes it however; Appendix B will also govern it.

HORTON questioned the regulation of illumination for corporate signs to be illuminated during certain hours. BEARD suggested that the timing allowance for corporate signs could be regulated under the City's Noise Ordinance as well.

SUMMARY DOCUMENT

Keith Niven shared with the commission the updated summary document that will help keep the conversation focused and on track of the issues.

MILLIGAN asked how the signs are consistent with the Central Issaquah Plan and if we are going to allow certain specialty signs that we shouldn't preclude a similar type of use in a similar type of the City. Niven explained that there are different levels of consistency.

MILNE asked why we are even talking about a curfew on illumination of signs we may have a very vibrant nightlife in this area.

Total Entitlement

Niven explained that the total entitlement is 4,435,100 square feet not including parking garages.

Term

Niven mentioned that some think that the 30 year buildout period is too long and there are questions of when a checkpoint should be established. LEIGH proposed that can we establish a check-in point at either every 8 years or at 1.1 million square feet built whichever comes first.

MILLIGAN stated that whatever time is chosen for a checkpoint; specific criteria should be expected as a performance audit.

WALKER stated that he would rather have 8 years than 10 years to make sure that the standards we set still make sense on how the plan is developing over the years.

MCKILLOP stated that the intended scope with a pre-existing environment will be challenging to identify phasing of core requirements.

Kristi Tripple, Rowley Properties stated that she would be cautious about a structured audit instead of an open conversation. *Kari Magill, Rowley Properties* stated that they will be doing continual reflections on where they are with the project. She stated that we would rather frame the parameters to be a reasonable. WALKER stated that a status update of what was intended and how they are achieving the goals.

Niven summarized that he hears the commission state that they would like a check in process and most would like it closer to 8 years than 10.

Definitions

Niven stated that he is hoping to get an updated definition section to the commission hopefully by the end of the week; except for sign definitions. The sign definitions will be within that Appendix.

Central Issaquah Plan Consistency

Already discussed.

School Population

Niven stated that the School District has the right to redraw the boundaries how they see fit on population needs.

SEPA (State Environmental Policy Act)

Niven stated that the EIS (Environmental Impact Statement) will establish the project envelope. MILLIGAN asked if there is an inconsistency with the Development Agreement and the EIS how is that handled. Niven stated if that is the case than an additional SEPA review needs to be done which could be a supplemental, addendum, Mitigated Determination of Non-Significance or a Mitigated Determination of Significance.

Appendix A

Niven explained that the one Commission Member was concerned about ongoing construction impacts. A new Goal 2.2.4 has been included to address that issue.

Appendix B

Design Guidelines – not available at this time.

Appendix C

Finished Grade

Niven stated that the definition of finish grade has been now described at no more than 10 feet higher than adjacent roadways. PRESTON asked if the adjacent road would include Newport Way since that road is so much higher. Niven stated that you can only go 10 feet taller than the other roads. WALKER suggested that it should be identified as adjacent road instead of nearest road.

Building Height

Niven stated that the Maximum is 12 stories or 150 feet from finish grade with the allowance to 16 stories or 200 feet if there are additional criteria met.

HORTON asked if the 12 stories would include parking garages. Niven stated yes that the garage stories would be included in the height maximum allowed.

Niven read through the new criteria to allow for a height increase to a high-rise as long as there is another high-rise constructed within the neighborhood.

- The building with the additional floors is predominately housing.
- The building is certified LEED Silver.
- With the construction of the building an encouraged community space of at least ½ an acre is constructed in the community where the building is located.

MILNE expressed his concerns that that requiring a LEED certification is you are tying this to an outside organizations' criteria that will not be consistent over the next 30 years. He stated lets come up with different objectivity of benefit that would require environmental achieved goals without specifying LEED.

Niven stated that LEED is the metric standing of today and understands that not everyone agrees with that; however; the expectation needs to be above the normal green. Achieve something for the community that embraces the desire to be a leading green community. He stated that he will discuss with the green folks in our office for a modified defined term.

BEARD stated that he would prefer some type of goal established criteria that could be achieved.

MILLIGAN stated that she would like to revisit the view corridors between buildings should also be added.

Magill stated that there are certain stories of buildings that are more economical to build.

The Commissioners debated their personal opinion of different stories of buildings heights that they would feel comfortable with. They ranged from 8-16 stories with most being comfortable around 12.

PUBLIC COMMENT

John Johnson, 755 – 5th Avenue NW, Issaquah discussed the landscaping. He urged the commission and builders to consult with the Washington Native Plant Society to take advantage of this resource. He stated that personally LED lights are a never ending advertising experience with a result of sensory overload. Mr. Johnson concluded with how green can a building be if they have so many lights going on 24 hours a day.

Connie Marsh, 1175 NW Gilman Blvd., Suite B-11: stated that the discussion of 30 year buildout and checkpoints was good. Marsh stated that the City has a comprehensive goal of 51% tree canopy, balance the trees out, and make sure they are meeting the City wide goal.

Marsh continued that the SEPA envelope doesn't define if it is Rowley Properties and Hyla Crossing as one project envelope or can it be uses switched from one side or the other.

Marsh asked that there be a mechanism of notification to the adjacent tenants of this area and within their own tenants.

In regards to Finish Grade, she stated that if you are going into buffer averaging areas that you shouldn't be able to raise your grade in that area.

Marsh stated that the ½ Acre Community Space should be built as a community benefit and not the buildings benefit only.

Marsh continues that the EIS says that the buildings have to be spaced at least 150 feet apart and she doesn't believe the view impacts are addressed enough in the Development Agreement.

Marsh stated that we need TDR's (Transfer of Development Rights) for additional height

Hearing no further comments, WALKER closed the public comment period at 9:05 p.m.

Niven talked to the commission about the schedule of the upcoming meetings.

Hearing no further discussion, the meeting was closed at 9:11 p.m.

These minutes are a summary of the Urban Village Development Commission meeting. For more information or clarification, please contact the Major Development Review Team at 425/837-3414

Respectfully Submitted

Candy Baer
MDRT Planning Technician

Approved date: _____

CITY OF ISSAQUAH
URBAN VILLAGE DEVELOPMENT COMMISSION
Meeting Minutes

Tuesday, October 26th, 2011

Council Chambers

Issaquah, WA

COMMISSIONERS PRESENT:

Karl Leigh, Chairman stand in
Eric Olson
Stefanie Preston
Bill Horton
Michael Beard
Jim Kieburz

STAFF PRESENT:

Keith Niven, MDRT Program Manager
Lucy Sloman, MDRT Planner
Candy Baer, MDRT Plng Tech.
Trish Heinonen, City Planner

OTHERS:

Kari Magill, Rowley
Kristi Tripple, Rowley
Renee Zimmerman, VIA

These meeting minutes are a brief summary of the Urban Village Development Commission meeting. For a complete record of the meeting; a video taping of the meeting is available upon request.

The Meeting was called to order at 6:05 p.m.

APPROVAL OF MEETING MINUTES:

The meeting minutes from October 18th were presented. Correct Magill's name misspelled throughout. Suggestion to add "Others Present" as identified with Staff and Commissioners Present. Rowley was misspelt. Keith Niven suggested that if the Commissioners were okay if there are any further grammatical errors to send them in to staff and changes will be made as long as they are not substantial. MOVED BY HORTON, SECOND BY PRESTON to approve the meeting minutes as corrected. Motion carried unanimously.

**ROWLEY DRAFT DEVELOPMENT AGREEMENT REVIEW
PARKING**

Lucy Sloman and Kari Magill from *Rowley Properties*; used a photo presentation to start the discussion on the Parking Section of the Design Guidelines to explain the character of the development. Magill showed examples of how parking garages can be treated to help minimize the impact on the pedestrian with landscaping, art, and setbacks.

LEIGH mentioned that the use of different types of pavers and colors and materials used in pedestrian corridors make a more interesting pedestrian experience.

BEARD asked for examples of how parallel parking would be addressed.

LEIGH stated that these examples don't show how a surface parking lot could be handled.

CIRCULATION

Lucy Sloman and Kari Magill from *Rowley Properties*; used a photo presentation to start the discussion on the Circulation Section of the Design Guidelines to explain how character will be addressed through the circulation of the project.

Sloman explained that there will be new streets added to the current configuration of the blocks to allow for more pedestrian and vehicular connections throughout the projects but withholding a sense of interconnected comprehensible manor. She explained the different street types proposed.

Niven explained that we have identified so many different types of street types; our role is to make sure everything we do care about is represented.

Sloman identified the differences between an Urban Trail and a Multi-Use Trail and showed examples of those uses.

She explained that a secondary walk would be a route that is like a sidewalk but not associated with a street and that a path is not a regulated or required route which is governed by best practices and there is no guideline for them.

BEARD asked how the development would incorporate the creek even though currently you can't see it. Sloman explained that there currently are paths out there but what we are hoping is that there will be areas that could be able to have installed in the buffers that will allow an overlook with minimal impact with required mitigation.

LANDSCAPING

Kari Magill from Rowley Properties and Lucy Sloman used a photo presentation to start the discussion on the Landscaping Section of the Design Guidelines to explain how different styles of landscaping areas will be suggested to be constructed throughout the project.

Magill explained the difference between seasonal and native drought tolerant plants.

LIGHTING

Sloman and *Magill* used a photo presentation to start the discussion on the Lighting Section of the Design Guidelines

Magill shared examples of lantern style lit buildings. LEIGH identified that using this type of lighting doesn't overwhelm the area.

Sloman spoke of how she doesn't like uplighting; however, *Magill* really likes it. Sloman continuing saying that you can light architectural features of buildings in a smart way to not increase the night glow.

KIEBURTZ added that if you angle the uplights in a certain way that won't shoot up straight into the night sky. Sloman added that you can also add a cap or shield so the light doesn't spill out into the night sky. *Magill* also stated that if some sort of uplighting was allowed that it would be allowed judiciously.

LEIGH explained that we should be careful on the allowance of certain type of LED moving lights if we feel so strongly about LED moving signs.

PUBLIC COMMENT

LEIGH noted other public comment received.

OPEN DISCUSSION

Niven handed out a new worksheet and explained the modified information that is representing the commission discussion points. LEIGH asked the UVDC to pay attention to comments to make sure all commissioners concerns are addressed.

Hearing no further comments, the public comment period was closed at 8:36 p.m.

These minutes are a summary of the Urban Village Development Commission meeting. For more information or clarification, please contact the Major Development Review Team at 425/837-3414

Respectfully Submitted

Candice Baer
MDRT Planning Technician

Approved date: _____

**CITY OF ISSAQUAH
MAJOR DEVELOPMENT REVIEW TEAM
ISSAQUAH HIGHLANDS and WSDOT TDR PRELIMINARY PLAT
PARCELS 1 and A
STAFF REPORT**

November 29, 2011

Project: Preliminary Plat of
Issaquah Highlands Parcel A
WSDOT TDR Parcel 1
PP11-00001

Applicant/Owner: Leo Suver
Steve Burnstead Construction, LLC
14711 NE 29th Place, Suite 200
Bellevue, WA 98007

Engineer: Rob Stevens, PE
Core Design, Inc.
14711 NE 29th Place, Ste 101
Bellevue, WA 98007

Staff Contact: Lucy Sloman, MDRT Planning Consultant
Major Development Review Team, (425)-837-3433

Request: Application for approval of a preliminary plat for Parcels 1 and A of Issaquah Highlands and WSDOT TDR respectively, establishing 80 residential lots, roadways, and 9 tracts for future open space, trails, and utilities on 14.22 acres.

Location: Property in Section 26, Township 24 North, Range 6E. The site is located south of NE Falls Drive, north of the Urban Growth Boundary and preserved open space, west of the PSE and Williams Gas easements and east of 10th Ave NE/Blocks 24, 23 and 20 - see **Attachment F**. A full legal description is provided with the application.

Existing Land Use: Parcel A has been cleared, while Parcel 1 is fully forested. No uses have been established.

Surrounding Land Uses:

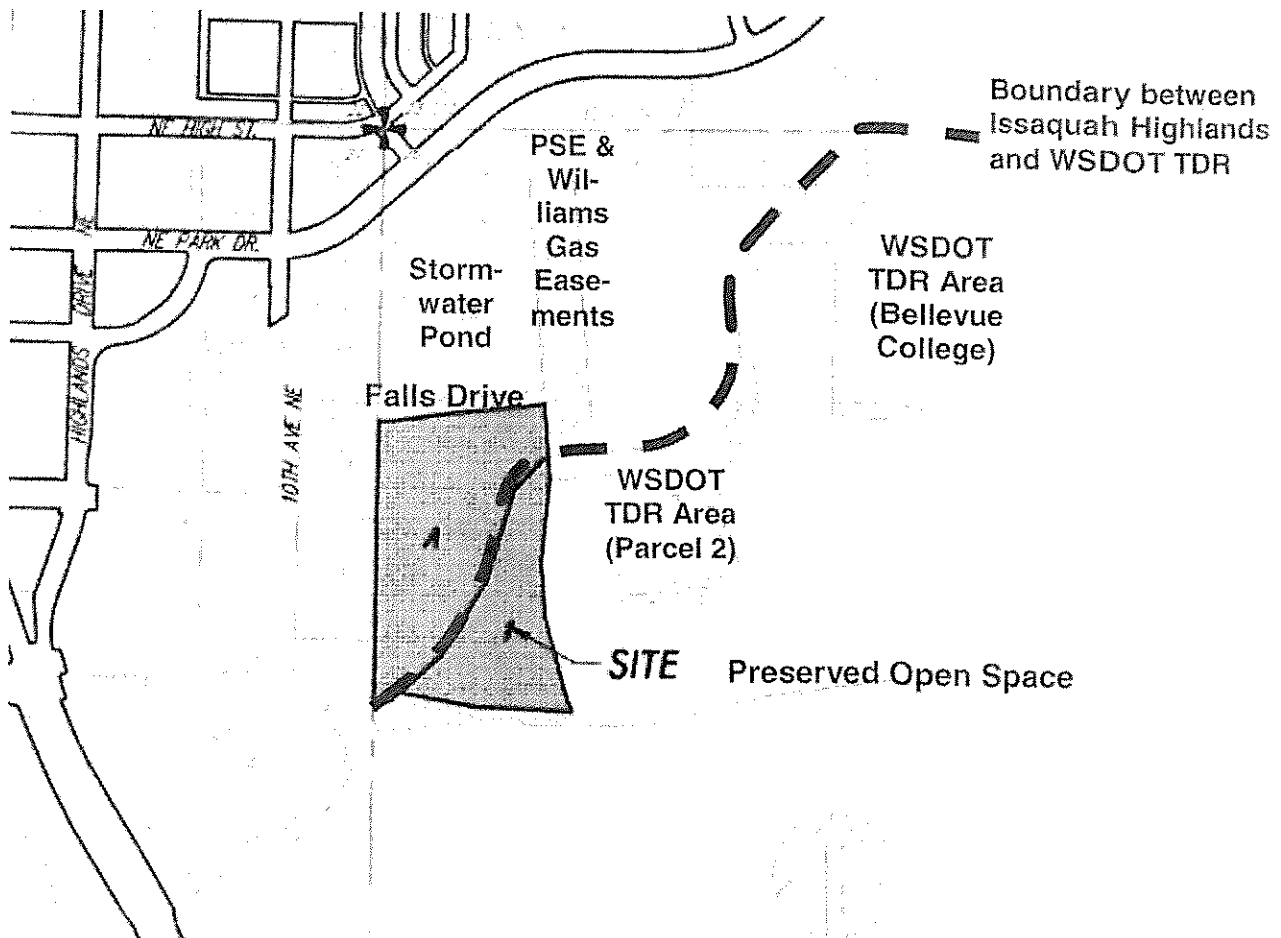
South: Project boundary and WSDOT rural property

North: NE Falls Drive and Falls Pond (a.k.a WSDOT Compensatory Storm Pond or Sunset Pond)

East: PSE and Williams Gas easements; Parcel 2 of WSDOT TDR (forested)

West: Block 20, Marriott Hotel (permitted but not under construction);
 Block 23, multi family (ASDP approved, building permit in review);
 Block 24, multi family (permitted and under construction)

Comprehensive Plan: Urban Village



Summary of Proposed Action

The applicant is requesting preliminary plat approval for Parcels 1 and A. This property is split between two different Development Agreements: Parcel A is in the Issaquah Highlands Project using its Development Agreement adopted in 2011. Normally each portion of the property would be reviewed against its own Development Agreement. However, both properties are owned by the same builder who plans on developing them as a single, unified project. Furthermore, the WSDOT TDR Development Agreement was generally conceived as an extension of the Issaquah Highlands Project. As requested by the applicant and confirmed by Action Memo #111811, with a few exceptions these Parcels will both be reviewed using the Issaquah Highlands Development Agreement. See **Attachment E** for the Action Memo.

The total acreage of the plat application is approximately 14.22 acres. There will be a total of 80 residential lots and 9 tracts, for utilities, open space, and trails; see Sht. P03 of the preliminary

plat. All tracts are proposed to be owned by the IHCA, who must give approval prior to dedicating these facilities. This will be confirmed with the Final Plat. **[Condition 1]** Streets, woonerfs, and alleys are proposed to be public. (Note that Tract I is shown as both being owned by the IHCA and being public. The ownership could be either and would not affect the platting of the site; however, the applicant has indicated it will be public.) The applicant is not planning to develop the property in phases, but may phase the final plat. However, if these properties are developed in phases, it is necessary to ensure that sufficient services and facilities for functionality, safety, etc... are provided on each property or for each phase. These might include parking, utilities, access for pedestrians and vehicles as well as ensuring that the site is stable and invasive plants will not become established. **[Condition 2]**

Background/History

The following provide background/historical information relevant to this application:

Issaquah Highlands' WSDOT Expansion Area Background/History (aka Southern Expansion Area)

- The WSDOT (South) Expansion Area was included in the Issaquah Highlands Development Agreement as a potential expansion area in 1996 and is shown on Exhibit 3 of the Issaquah Highlands Annexation and Development Agreement. At the time that the Development Agreement was adopted by the City, the WSDOT Expansion Area was within the Urban Growth Area, the City limits, and was zoned Urban Village.
- In 2007, MDRT issued a Notice of Decision (MIS07-001IH) formally confirming that the WSDOT (South) Expansion Area became an approved Issaquah Highlands Expansion Area.
- Also in 2007, a preliminary plat for the WSDOT Expansion Area was submitted, PP07-001IH. This plat included Parcel A. There are many conditions from WSDOT plat that are applicable to this current plat for Parcel A. (See **Attachment A** for a condition by condition assessment.) However, many of these conditions are also applicable to Parcel 1. As they are being developed together, each applicable condition is being reapplied through this plat to clarify its applicability to Parcel 1.
- In association with the WSDOT Plat, a critical area study was performed to allow steep slopes north and west of this proposed plat to be eliminated (SEP07-002IH). Per this critical area study, structures within the altered steep slopes or within 50 ft of the steep slope shall provide Notice on Title and indemnify and hold harmless the City of Issaquah. Another condition of approval required a landscape enhancement plan for the critical area tracts and disturbed open space be permitted and executed prior to the Certificate of Occupancy for any lots adjacent to the steep slopes. The slope west of Parcel A has been recently replanted but the slope to the north, Tract A in this plat, has not. **[Condition 3]** This implements Condition #15 of the WSDOT Plat (PP07-001IH).
- In 2009, a Lot Line Adjustment (LLA09-001IH) was submitted and approved which revised the southern portion of the western boundary, adjacent to a portion of Blocks 23 and 24, placing most of the level area at the top of the western steep slope within Parcel A and creating its existing size and form.

WSDOT TDR Background/History

- Issaquah Highlands was identified as a receiving site for Transfer of Development Rights or TDRs. The WSDOT TDR developable area is 35 acres, formerly owned by the State of Washington, and was annexed by the City of Issaquah in 2010.
- On February 10, 2011, the City approved a short plat, SP11-00001, for the property contained in the WSDOT TDR area. This plat created the developable parcels, including Parcel 1.
- On February 18, 2011, the WSDOT TDR Development Agreement was executed to govern the development of the area incorporated by the City of Issaquah as part of a TDR agreement.
- In association with the submittal of this plat for Parcel 1, a critical area study (SEP11-00003) was approved to allow steep slope buffers to the south and east to be modified. Per this critical area decisions, structures within the altered steep slopes or within 50 ft of the steep slope shall provide Notice on Title and indemnify and hold harmless the City of Issaquah. This requirement would apply to some lots within the proposed plat. Another condition of approval required a landscape revegetation plan for the critical area tracts and disturbed open space be permitted and executed prior to the Certificate of Occupancy for any lots adjacent to the steep slopes. Also some buffer extends onto lots and must be conserved through set aside or easement. [Condition 4]

Public Notice

A Notice of Application was distributed on September 12, 2011 and the property was posted on September 15, 2011. The property posting was updated on November 22, 2011 and the Notice of Hearing was mailed on November 18, 2011. An Urban Village Development Commission (UVDC) workshop is schedule for December 6, 2011 and a Public Hearing on the proposal is scheduled for December 20, 2011. No public comment was received. Notice of the UVDC public hearing will occur in accordance with the requirements of Issaquah Highlands Development Agreement Appendix L Provisions (Processing). Per Action Memo #111811, **Attachment E**, Parcel 1 of WSDOT TDR will follow Issaquah Highlands.

Basis for Review and Approval

RCW

According to State law, to be approved, the proposed plat must comply with the requirements of IMC Chapter 18.13 (Subdivisions), and make appropriate provisions, as specified in RCW 58.17, that the public interest will be served by the subdivision and dedication; and that provisions have been made for, but not limited to, the public health, safety, and general welfare; for open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds; and shall consider all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school.

As per state law, every parcel must have legal access. Tract F may be landlocked with this plat, so access to both east and west ends of Tract F must be provided to allow the owner to perform maintenance, restoration, repair, etc.... Woonerf B can provide that access on the west; however, access from the east must be identified with Final Plat. An easement across Tract D, from the

PSE/Williams Gas easement along an existing path, outside of the steep slope is one acceptable route. [Condition 5]

Issaquah Highlands Development Agreement and WSDOT TDR Development Agreement

In addition, the review of the proposed preliminary plat is also based on its consistency with the Issaquah Highlands Development Agreement, as amended and, where appropriate, WSDOT TDR Development Agreement as well as other sections of the City Code and the Comprehensive Plan. The development agreements contain a variety of development goals and standards that are organized into individual appendices. Each appendix provides direction to the applicant generally in the form of guidelines and/or development standards for a particular aspect of the project. The development standards contained in the development agreements are intended to implement the urban village concept for Issaquah Highlands and WSDOT TDR, as envisioned in the Comprehensive Plan, while accommodating and integrating development with the site's unique environmental features and development opportunities. As mentioned above, the WSDOT TDR Development Agreement is intended to be an extension of the Issaquah Highlands Development Agreement. Generally the plat will be reviewed against the Issaquah Highlands Development Agreement except for certain sections of the WSDOT TDR Development Agreement specified in Action Memo #111811; see **Attachment E**. The goal is to create a unified neighborhood.

Not all of the appendices or standards contained in the development agreements are directly applicable to the preliminary plat, since the plat deals only with the layout of lots, tracts, easements, and streets. Building design standards, for example, would likely not come into play until individual building permits are under review. Any elements of the plan that conflict with City or Development Agreement Standards are not approved unless explicitly approved by the Notice of Decision for this application or by a separate Administrative Minor Modification. [Condition 6]

REVIEW

MAIN BODY OF DEVELOPMENT AGREEMENT

ISSAQUAH HIGHLANDS

The Main Body of the Issaquah Highlands Development Agreement establishes the framework for all requirements of the Development Agreement, as established by Section 18.06.120.B of the Issaquah Municipal Code. It also contains the base information for the proposed development (i.e. land allocation, number of residential units, amount of commercial, required mitigation, etc.).

Section 2.2.2 (g), generally describes the intent of the different Development and Expansion Areas. The Expansion Areas are properties that were outside of the Issaquah Highlands at the time the Development Agreement was executed. Section 2.2.2(g) of the Development Agreement includes provisions to include these areas into Issaquah Highlands and describes the expansion areas as those areas which "extend Development Areas 3 and 4 to their natural topographic or drainage basin boundaries and provide a stronger cohesion between these two village areas."

The Master Developer has constructed, permitted, or received land use approval for all of the 3,250 residential units of original residential Allowable Development. However, the Master Developer has additional residential units available by either converting commercial Allowable Development to residential per Section 3.3 of the Main Body or by using a portion of the 500

additional residential units allowed by the 7th Amendment to the Development Agreement. The Master Developer has indicated that this residential development is allowed by converting commercial Allowable Development to residential units. The MDRT tracks all land uses to ensure proposed development does not exceed the Allowable Development.

WSDOT TDR

The Main Body of the WSDOT TDR Development Agreement establishes the framework for all requirements of the Development Agreement, as established by Section 18.06.120.B of the Issaquah Municipal Code. It also contains the base information for the proposed development (i.e. land allocation, number of residential units, amount of non-residential, required mitigation, etc.)

Unlike Issaquah Highlands, WSDOT TDR residential units pay school impact fees in effect at the time of permitting. This is reflected in Condition #7.

As this is the first land use permit subsequent to the approval of the WSDOT TDR Development Agreement, certain actions are required. The following list summarizes those required actions and their status:

Main Body Section	Requirement	Status
4.0	Prior to the issuance of logging, land use or utility permits for the Project, a conservation easement must be recorded on at least 101 acres in the Mountain-to-Sound Corridor.	Complete. (Recording # 20110323001686)
4.2	Police fire and government fees shall be satisfied prior to issuance of the first land use permit.	Complete. These fees were paid at closing.
4.6	Water system upgrades will be necessary prior to occupancy of the Project Entitlement. KEITH - SHOULD THIS BE HERE?	Complete. Payment was made to the water utility for upgrades.
8.0	Prior to the issuance of any construction permits for the 35-acre Project area covered by this Agreement, two open space areas shall be protected by open space conservation easement(s).	Complete. Section 4.0 above for one; the other is Recording # 20110304000279
Exhibit 6	TMP: College Drive and a multi-use trail shall be provided prior to first occupancy.	In process. These have been permitted and are under construction.
Exhibit 9	All Capital Facilities fees are to be paid to the City prior to the issuance of the first construction permit and certain improvements are required per the Exhibit.	Complete. These fees were paid at closing.
MDNS	The wetlands/steams must be re-delineated prior to any construction activities (including logging).	Complete.
MDNS	Project Stormwater improvements shall be permitted or in place prior to approval of land use permits.	Complete. Improvements have been permitted.

MAIN BODIES OF BOTH DEVELOPMENT AGREEMENTS

The Main Body of each Development Agreement address School Mitigation Fees, identifying the amount of fees each residence pays. As each agreement handles these fees in distinct way, with Final Plat all lots must be designated as part of Parcel A or Parcel 1, for the purposes of assigning school impact fees. The school impact fee responsibilities will be assigned based on the number of lots each Development Agreement entitled (40 from each agreement). (This is distinct from other types of regulations such as stormwater, which are geographically based.) For Issaquah Highlands, Section 3.14 requires that developers and builders pay school mitigation fees based on its School Mitigation Agreement and this payment shall be deemed full mitigation of impacts upon school facilities for Issaquah Highlands. The WSDOT TDR development will pay School Mitigation Fees in place at the time of permitting. The requirement to comply with the School Mitigation Agreement or payment method should also appear on the face of the final plat. [Condition 7] This implements Condition #1 of the WSDOT Plat.

FINDING: The proposed project is consistent with the requirements outlined in the Main Body of the Development Agreements, with the proposed conditions.

PLANNING GOALS & COMMITMENTS (See Attachment B for more detail)

ISSAQUAH HIGHLANDS (APPENDIX A)

Appendix A provides guiding principles and establishes community expectations for the Issaquah Highlands, including a series of Commitments the Master Developer will meet. In general the application meets the nine project principles and applicable commitments identified in Appendix A. The following are the nine Principles of the Issaquah Highlands project with selected text (shown in *italics*) provided as the basis for conditions or to indicate compliance, followed by discussion.

Planning Goals and Objectives

Principle #1 Sustainability and stewardship: build a sustainable and sustaining community; resource-efficient buildings; encourage restoration, conservation, reduction, reuse, and recycling of site and landscape materials throughout the construction and operation of the project; develop mixed-used, pedestrian oriented communities; extend and expand recycling programs

Green building concepts shall be encouraged per this Principle; however, the 4th Amendment to the Development Agreement committed Port Blakely Communities to require builders to build to Built Green 4 Star/Energy Star standard in place at the time of the Amendment (2007). This updates and implements WSDOT plat's Approval Condition #2 as the 4th Amendment's approval occurred after the WSDOT plat went to the UVDC. In addition, the WSDOT TDR Development Agreement also requires homes to be built to the same 4 Star standard. [Condition 8]; a lighting plan will be provided for exterior illumination to minimize resource use and light pollution while creating a safe, attractive, and functional neighborhood. This implements Condition #3 of the WSDOT Plat. The WSDOT TDR Agreement likewise minimizes light spill and levels while providing for a safe environment with light fixtures that are pedestrian scale and full cutoff. [Condition 9]

Principle #2 Pedestrian Friendly Design: to establish through land use proximities and circulation infrastructure a community that encourages walking, bicycling, and transit use; functional and safe walkways and bike paths; access to retail, grocery, public facilities, and offices; give circulation priority to pedestrian scale proximities, activities, and orientation

A pedestrian system is provided both by sidewalks along streets as well as the trails provided as short cuts through the longer blocks or to connect to adjacent properties. The result is that all front doors are to sidewalks. Also a trail system with good connectivity is provided, connecting homes to surrounding facilities and trails, such the connection to High Streets, the connection to Block 24, and the trail along the western edge. As a pedestrian oriented community, there are certain design details which convey the priority that pedestrians are given within the community, including a direct walkway from the sidewalk to the front door that doesn't necessitate using the driveway. **[Condition 10]** To take full advantage of the trail system, appropriate signage and way finding will be included with all trails provided through this property. **[Condition 11]** This implements Conditions #36 of the WSDOT Plat. The importance of pedestrian priority and pedestrian orientation are carried throughout the Development Agreement, and thus are further discussed under the Sections on **Streets and Urban Design Guidelines** as well as Commitment #10 below.

Principle #3 Integrated Diversity: diversity of activities, land uses, public and private spaces that enhances the richness of people's lives.

This project will add to the diversity of neighborhood character within Issaquah Highlands with the option of Accessory Dwelling Units that the Builder will provide for alley loaded homes. The parcel also provides for different types of shared open spaces that can be developed to meet many different resident needs.

Principle #4 Community Values: while respecting individual privacy, create a very sociable public realm that enhances the community life of children, adults and seniors and promotes common values and shared responsibilities; provide a visual language which clearly defines the boundaries of the different sections of the community; provide safe and functional pedestrian and bicycling linkage to parks, schools, natural spaces, and community landmarks.

The project proposes to create a 'sociable public realm' through the use of a sidewalk and trail environment that is attractive, safe, inviting, and pedestrian friendly. As Parcels 1 and A's trails are developed, opportunities to establish gateways that define the boundaries between off-site open areas, such as at the south end of Woonerf B and the Combined Use Trail leading to the PSE/Williams gas easement. Appendix S further describes the possible gateways: "Create 'gateways' to mark boundaries between developed and natural areas. Gateways can consist of elements as varied as a small sign, a large arch, a grouping of boulders, or informal greenery." **[Condition 12]**

Principle #5 Civic Celebration/Community Amenities: give special prominence, maximum public exposure, and extraordinary architectural quality to civic and common community spaces and buildings; provide an overall urban design in which people can orient themselves around natural features and civic buildings.

This application provides a plan whose overall urban design will orient people both to the built and natural environment, including public spaces for individual enjoyment as well as for children. See *Commitments* below for further information on trails and open spaces as well as the Sections on **Urban Design Guidelines** and **Parks** for additional review and conditions. Extending interconnected streets and walks into the site will enhance Way-finding and user orientation. In addition, the trail connecting to High Streets (Tract H) will provide a sightline through the site, to providing axial views and to enhance pedestrians' ability to perceive the route. Also the viewpoint, at the west end of the tract, will provide a viewpoint, overlooking properties to the west. As the plat's design is refined, there may be other opportunities to incorporate views and vistas.

Principle #6 Identity within local context: give Issaquah Highlands a unique and memorable identity as a neighborhood district of the City of Issaquah; design boundaries between human and natural worlds by creating artistically designed gates.

This plat will likely have spectacular views both west to the mountains and Lake Sammamish as well as territorial views of Issaquah Highlands. The applicant proposes a trail on the west that should, with further refinements, enhance both the residents' and public's relationship to the western views. Also the design of the plat should transition, enhance, and introduce the natural edge. Use of gateways improves these transitions.

Principle #7 Self-sufficiency and Regional Contribution: create a complete community that accommodates living, working, learning, playing and nurturing while contributing to the richness, opportunity, and quality of life of the region.

The plat places housing in close proximity to the Issaquah Highlands' future Town Center, supporting non-residential uses.

Principle #8 Vitality, Flexibility and Collaboration: grow a vital and economically viable community; exploit strategic I-90 location; ongoing collaboration between private, public agency, residents, and citizens at large. This proposal will be able to take advantage of the close proximity of I-90.

Principle #9 Economy and Serviceability: adequate, safe, and reasonable circulation infrastructure to accommodate anticipated use with a minimum of paving.

This plat has been designed to provide the minimum amount of pavement while accommodating the needs of emergency response vehicles and the potential traffic demands.

Applicable Commitments

Commitment 1c discusses encouraging the ideas of local artists and incorporating natural features such as viewpoints, like the one proposed at the west end of Tract H.

Commitment 6 encourages gathering places in residential neighborhoods and the provision of community amenities such as public open space, parks, trails, etc. The open space and recreation tracts within the plat will help to achieve the intent of this commitment.

Commitment 8 Build narrow tree-lined streets as are proposed with this plat.

Commitment 10 speaks to the design of a circulation system that uses a street grid and discourages the use of cul-de-sacs. The plat proposes public streets and alleys, which avoid dead-ends, but are looped due to its placement on the Project's edge and adjacent topography.

Commitment 13 discusses the desire in overall concept as well as the many details of the plan, that is social and gregarious, i.e. that appeals to people who want social interaction and a feeling of community rather than those who seek to escape from these aspects of the urban area. The provision of interconnected walkways and central open spaces will support sociability.

WSDOT TDR (APPENDIX A)

WSDOT TDR's seven Goals are similar and related to those of Issaquah Highlands. Per Action Memo #111811, **Attachment E**, Parcel 1 is reviewed against Issaquah Highlands' Goals.

FINDING: The proposed preliminary plat is consistent with the Planning Goals, as identified in the Development Agreements, provided the recommended conditions are met.

LAND USE STANDARDS

ISSAQUAH HIGHLANDS (APPENDIX B)

Appendix B identifies allowable uses and densities for each Development Area as well as the Expansion Areas.

Area	Allowed Uses	Allowed Residential Density	Proposed Residential Density
South (WSDOT) Expansion Area	Retail, Retail, Recreational, and Commercial	5 (min) - 80 (max) dwelling units/acre	5.6 du/ac

The applicant and Port Blakely Communities proposed to swap density ranges between portions of the WSDOT Expansion Area and the East 42/Town Center area. Some of the 5-80 du/ac density of East 42 was relocated to WSDOT, and some of its 8-80 du/ac density was placed in the town center. See attached Administrative Minor Modification for more info (**Attachment D**, AM11-00002, REVISED). With the approval of this modification, the residential use and density is consistent with this appendix.

WSDOT TDR (APPENDIX E)

Appendix E identifies land uses, densities, and clearing and grading for each parcel.

Area	Allowed Uses	Allowed Residential Density and Units	Proposed Residential Density and Units
Parcel 1	Residential	3-12 du/ac 40 dwelling units	5.6 du/ac 40 dwelling units

The residential use and density is consistent with this Appendix. In addition to land uses and density, the Appendix defines allowable clearing and grading. No logging or clearing is allowed prior to the issuance of a Land Use permit; the plat would then allow Parcel 1 to be logged and cleared. Prior to grading activities, the applicant must provide geotechnical analyses demonstrating soils are compatible with proposed development. However, cleared land, which sits idle for 6 months, must be revegetated with native plants and trees, which must be maintained for 3 years. Fills may not exceed 12 ft and hauling to import or export soil must demonstrate that it has been minimized through the on-site reuse of material. Following clearing and grading, provide certification of the parcel boundaries indicating that activities did not extend outside its boundaries. [Condition 13] No retaining walls are shown on-site that would trigger the provisions of this appendix.

FINDING: The proposed project is consistent with the land use requirements outlined in these Appendices of the Development Agreements.

QUARRY STANDARDS

Appendix C of the Issaquah Highlands Development Agreement establishes the standards for clearing and grading and continued quarry operations for Development Area 4 as defined in the appendix. This topic is not relevant to the WSDOT TDR Development Agreement area.

FINDING: This appendix was not adopted for this site, and therefore is not applicable.

SURFACE WATER MANAGEMENT STANDARDS

This application spans two different Development Agreements and stormwater management is not the same in both Development Agreements with different standards applying. Parcel A must comply with the stormwater standards in the Issaquah Highlands Development Agreement and Parcel 1 must comply with the standards in the WSDOT TDR Development Agreement.

ISSAQUAH HIGHLANDS (APPENDIX D)

Appendix D establishes standards for surface water management within Parcel A.

Storm water from the developed areas of Parcel A will discharge to Falls Pond to the north of this plat, except as noted below. (There are many names for this facility: While it was under construction, it was known as the WSDOT Compensatory Pond or WSDOT Pond. When completed, it was renamed. Issaquah Highlands calls it Sunset Pond, after the adjacent project. The City already has a Sunset Pond and so calls it Falls Pond.) The pond has capacity for all of the impervious areas in Parcel A. Stormwater from Lots 1 through 10 or an equivalent area (which is in Parcel A) will be discharged to existing Catchbasin (CB) 2 in Falls Drive. The pipeline connecting these lots to CB2 is located, in part, within Tract A, a steep slope critical area. Prior to approving the alignment in this area, a site specific analysis must be submitted to the City for review and approval, and shall be consistent with the findings regarding the steep slope Critical Area Study prepared by Golder Associates for this project. [Condition 14]

WSDOT TDR (APPENDIX F)

Stormwater from the developed areas of Parcel 1 will discharge to three separate stormwater systems as follows:

- Discharge 1: Clean stormwater from rooftops and lot drains on Lots 30 through 38 (or an equivalent) shall discharge to a proposed outfall pipe that discharges to the south of the site and is used to recharge wetlands and streams that flow into the East Fork Issaquah Creek. This discharge complies with the Low Impact Development (LID) requirements in Appendix F. The pipeline must be in service and operational prior to the first Utility Permit in Parcel 1. [Condition 15]
- Discharge 2: Clean stormwater from Lots 23 through 29 (or an equivalent area) as well as Woonerf B will be infiltrated on-site. This discharge complies with the LID requirements in Appendix F. Prior to the first Utility permit in Parcel 1, a site specific geo-technical study must be completed and a Critical Area Report submitted and approved that demonstrates that infiltration is consistent with the findings regarding the steep slope Critical Area Study prepared by Golder Associates for this project. [Condition 16]
- Discharge 3: No more than 3.2 acres of impervious area in Parcel 1 may be discharged to existing CB2 in Falls Drive. [Condition 17]

GENERAL (APPLIES TO BOTH PARCELS)

All public pipelines must be installed within rights-of-way or within utility easements. Any easements must be recorded prior to City acceptance of the utility for service. [Condition 18]

All construction must comply with the City's currently adopted TESC requirements. [Condition 19]

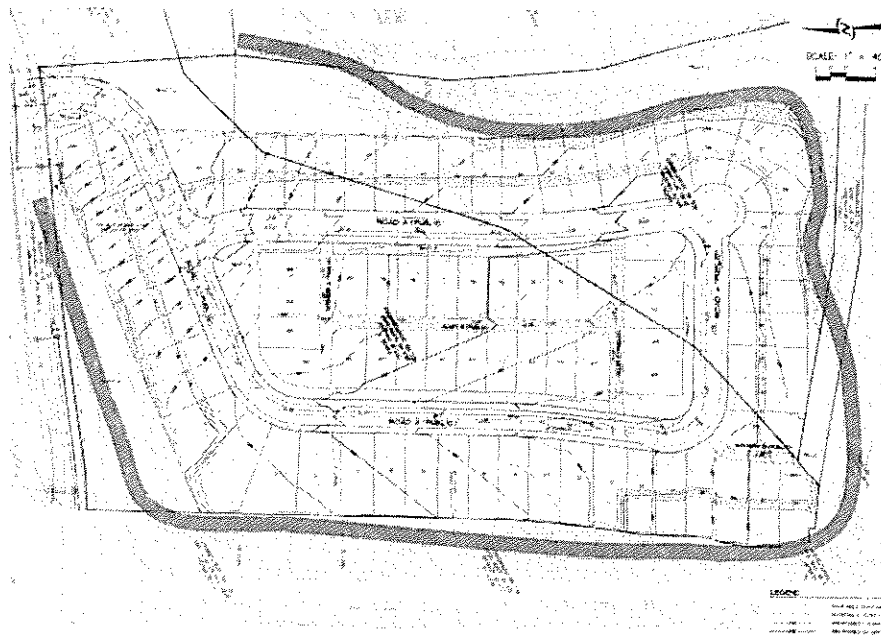
FINDING: With the proposed conditions, the proposed plat is consistent with applicable stormwater regulations and the Development Agreements.

CRITICAL AREAS REGULATIONS

ISSAQUAH HIGHLANDS (APPENDIX E)

Appendix E establishes standards for protection and regulation of critical areas such as steep slopes, wetlands, streams, coal mine hazard areas, etc. within Issaquah Highlands Project.

The Administrative Minor Modification, AM07-005IH, adopted Appendix E of the Talus Development Agreement in full, thereby replacing Appendix E of the Issaquah Highlands Development Agreement. This proposed plat is adjacent to regulated steep slopes as well as slopes that are steep but not classified as critical areas.



Regulated or steep slopes adjacent to the plat

Steep slopes were located within and adjacent to Parcel A; however, a critical area study (SEP07-002IH) allows for the modification of these slopes and/or buffers to the north and west of the proposed plat. SEP07-003 allows for the grading of the top of the westerly steep slope, and a temporary grading easement (Rec. No. 20080527000896) has been executed over lands along the top of this slope to facilitate such improvements as a trail, for example; see the Section on **Trails** below. (This easement implements WSDOT Plat Condition #14.) The East 42 Steep Slope Landscape Plan PUB10-002IH also anticipated possible grading in this area. While some modification has occurred, additional regrading of the top of slope may occur in association with this plat. When the top of slope is established, a 10 ft buffer must be provided and included in a critical areas tract. The buffer is not shown on the plat; however, the lots where it is likely to be located have sufficient depth to accommodate it. [**Condition 20**]

The proposed steep slope within Tract A has not been revegetated, though it was previously constructed. Consistent with the Notice of Decision SEP7-002IH, a landscape re-vegetation plan, including trees, shall be submitted for the Tract A as well as open space disturbed during

construction or previously cleared. Relevant conditions of approval from SEP07-0021H are listed above under **Background, Condition #3**. This implements Condition #12 of the WSDOT Plat.

No steep slopes may be created by construction activities associated within Parcel A, as the steep slope buffers and building setback line would have impacts that couldn't be accommodated.

However, certain types of 40+% slopes do not require setbacks for instance if they are less than 20 ft in elevation gain or are constructed in a certain manner. [**Condition 21**] This implements Condition #13 of the WSDOT Plat.

WSDOT TDR (APPENDIX H)

Appendix H establishes standards for protection and regulation of critical areas such as steep slopes, wetlands, streams, coal mine hazard areas, etc. within WSDOT TDR Development Agreement Area. The proposed plat is adjacent to steep slopes.

Steep slopes are located within and adjacent to Parcel 1; however, a critical area study (SEP11-00003) allows for the modification of these slopes and/or buffers to the east and south of the proposed plat. The proposed steep slope within Tract D must be revegetated and the critical area and its buffers must be protected. There is also a portion of steep slope buffer that extends into Lots 35 and 36. This critical area must be protected, preferably by placing it within Tract D, though the applicant may choose to keep it within the lots and protect it with an easement. [**Condition 22**]

Consistent with the Notice of Decision SEP11-00003, a landscape re-vegetation plan, including trees, shall be submitted for the slopes disturbed during construction. The area shall be replanted with native vegetation, accepted and bonded for maintenance period of 3 years prior to issuing a Certificate of Occupancy for homes adjacent to the top of the aforementioned slopes. Relevant conditions of approval from SEP11-00003 are listed above under **Background, Condition #4**. Steep slopes created through approved grading within Parcel 1 will not be treated as a critical area per Appendix H.

General

There are several aspects of the critical area regulations in both Development Agreements that apply to all development with or adjacent to critical areas. These are:

- Prior to issuance of Utility Permits for areas including critical areas, permanent survey stakes shall be installed in the field, that delineate the boundaries of all critical areas. [**Condition 23**] This implements Condition #16 of the WSDOT Plat.
- Trails may be allowed on steep slopes or their buffers with site specific approval consistent with the Development Agreements.
- For any construction activities within 100 feet of the buffer of a critical area, an independent qualified professional shall be hired, acceptable to the Responsible Official, to be on-site as needed to ensure construction does not exceed the limits indicated. Following construction within this area, a licensed surveyor shall submit an affidavit to the Responsible Official attesting that the construction was contained within the approved limits. [**Condition 24**] This implements Condition #19 of the WSDOT Plat for steep slopes. For WSDOT TDR, all activities within 100 ft of the parcel boundaries must be certified.

- At Final Plat, steep slopes and buffers shall be protected and placed in a critical areas tract or conservation easement as has been previously noted by SEP11-00003.
- At Final Plat, the BSBL, for any adjacent critical areas, shall be shown on all lots on which the BSBL is present. [Condition 25] This implements Condition #11 of the WSDOT Plat for steep slopes.
- Prior to occupancy of any adjacent divisions or lots, permanent signs identifying the type and value of the critical area shall be installed. Adjacent to single family lots, one sign shall be placed on every other common property line, or as otherwise determined by the Responsible Official. [Condition 26] This implements Condition #18 of the WSDOT Plat. Signs are also required by the WSDOT TDR Development Agreement but only adjacent to actively used areas, not areas that are natural or wild such as Grand Ridge Park.

FINDING: With the proposed conditions, the proposed plat is consistent with applicable critical area regulations and the Development Agreements.

WATER

ISSAQUAH HIGHLANDS (APPENDIX F) AND WSDOT TDR (APPENDIX F)

This appendix establishes standards for potable water service within Issaquah Highlands, including water conservation requirements and new water resource strategies. All landscaping must be installed in compliance with the adopted Water Conservation Plan which will be reviewed with future construction permits.

GENERAL:

The proposed Plat will be supplied with potable water from existing water system facilities, including the Holly I and Holly II Booster Pump Stations and the 742-zone Reservoir. This plat is within the 742 Pressure Zone. It is anticipated that two connections to the existing water supply system will be made at the northern terminus of Road A. All water mains must be looped. In order to facilitate looping to off-site parcels, an easement must be provided across lots adjacent to Tract A. [Condition 27] All public pipelines must be installed within rights-of-way or within utility easements. Any easements must be recorded prior to City acceptance of the utility for service. [Condition 28]

FINDING: With the proposed conditions, the proposed plat is consistent with applicable water requirements and the Development Agreements.

SEWER SERVICE

ISSAQUAH HIGHLANDS (APPENDIX G) AND WSDOT TDR (APPENDIX F)

This appendix establishes standards for sewer service within Issaquah Highlands.

GENERAL:

A comprehensive sewer collection system has been installed in Issaquah Highlands to convey sewage directly to regional METRO facilities. A connection to that collection system is available in Falls Drive. All sewage from this Plat will flow into existing manholes and be conveyed off-site (to the west) where it eventually is discharged to a regional METRO sewer connection. All services will

be gravity and no pump stations or grinder pumps are anticipated. All public pipelines must be installed within rights-of-way or within utility easements. Any easements must be recorded prior to City acceptance of the utility for service. [Condition 29] All improvements will be designed and installed in accordance with City Standards. Condition 22 of the WSDOT Plat limited the amount of sewer that could be discharged from Parcel A. A subsequent construction activity (the completion of Utilities in College Drive) removed the sewer flow restriction that precipitated Condition 22 in the WSDOT Plat, and it is no longer necessary.

FINDING: With the proposed condition, the proposed plat is consistent with applicable sewer requirements and the Development Agreements.

STREET STANDARDS

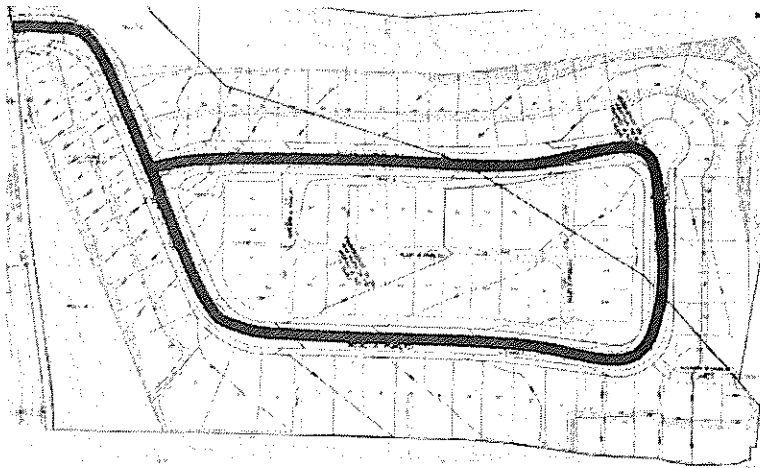
Access: Parcels 1 and A have one access point from East 42 area and the Issaquah Highlands Town Center via Falls Drive in Tract QGA. Falls Drive is not fully constructed as the final lift and sidewalks are incomplete, however, the City has construction guarantees to ensure its completion. The Issaquah Highlands Master Developer is responsible for completing Falls Drive. Due to the steep slopes on all four sides as well as being located on the project edges, Parcels 1 and A are a mesa with only one point of potential connection.

ISSAQUAH HIGHLANDS (APPENDIX H)

This appendix establishes standards for all streets and alleys, whether public or private, within Issaquah Highlands.

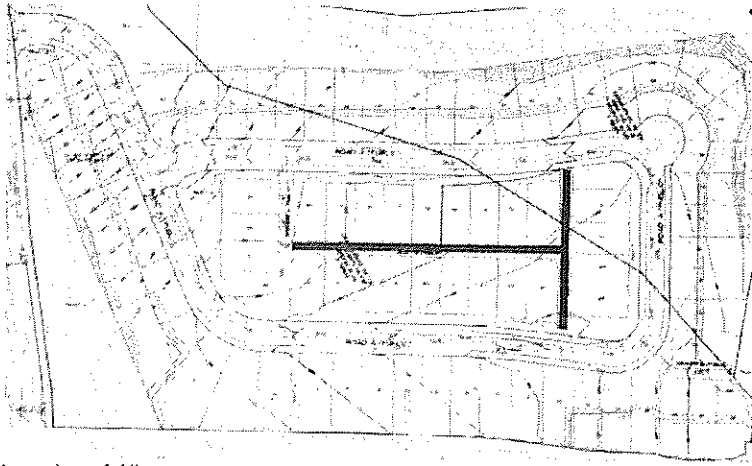
Road A

Road A is a public street that provides the primary connection to and through the plat. On Sht P04, a section of Road A is labeled Residential Street but the section matches a Subcollector 2 street section as modified by AM11-00003. This is an appropriate section for this street. [Condition 30]



Alley

In general, alleys are located behind residential uses and provide vehicular access for residents as well as access for services such as garbage. The section shown on Sht P04 is consistent with the adopted standard. No parking is allowed in alleys. The alleys, and streets with No Parking areas, shall be signed prior to construction to ensure contractors, etc... do not preclude emergency service access. [Condition 31] To ensure garbage service can occur within the alley, appropriate turning radii shall be provided at the interior corners. This appears to have been done on all relevant lots except possibly Lot 67; however, the appropriate radius and determination of relevant lots will be reviewed with the Utility Permit for the plat. [Condition 32] In this plat, fire service will be from Road A so all homes' front doors must face that road and alleys do not need to be designed for fire service.



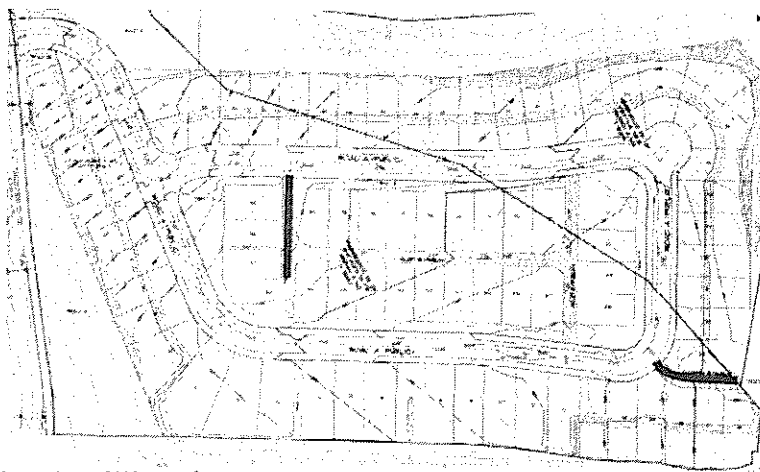
Location of Alleys

Woonerfs

Woonerfs are circulation facilities shared by pedestrians, bicycles, and vehicles, where pedestrians have priority. Though woonerf's standards are established in Appendix U, they are being reviewed here as they are an integral part of the circulation network. Two woonerfs are proposed: Woonerf A, which is connected to the alley network and Woonerf B which serves homes in the southwest corner of the plat.

Woonerf A: This woonerf is part of the alley network within the internal block proposed in this plat. Normally this would be an alley, but the applicant has proposed this section of alley as a woonerf to break up the block length (see the Section on **Urban Design Guidelines** for further discussion of block size) and provide a more direct connection from the Town Center/High Street stair through the plat to Falls Drive. Though alleys are used by pedestrians they are not designed especially for them as features have not been incorporated that convey pedestrian priority as established for Issaquah Highlands. The woonerf section shown on Sht. P04 is appropriate.

Woonerf B: This woonerf is provided as shared access to the homes on Lots 26 through 28 for pedestrians, vehicles, and Eastside Fire and Rescue (EF&R). To ensure EF&R access to the homes on Woonerf B there are certain constraints that must be applied. That is, an access drive which will be used by EF&R is limited to three homes and must have a minimum of 15 ft of paving width. (Note that on Sht. P04, the Woonerf B is shown as being 12 ft wide in a 15 ft tract.) Since Issaquah Highlands impervious surfaces are limited to the minimum paving necessary, no more than 15 ft of width will be used. Woonerf B begins behind the sidewalk, so it must have a driveway cut from Road A and no perceived grade change relative to the sidewalk. Woonerfs don't allow curbs except in certain specific circumstances: to ensure parked cars don't extend past the edge of the paving and if grades won't accommodate an inverted crown for storm drainage. As neither of these situations are present, no curbs may be used, and the woonerf will use an inverted crown; sheetflow is not allowed. **[Condition 33]** Finally, to ensure drivers on woonerfs can see pedestrians, it is necessary to limit landscape and architectural features placed near walkways. **[Condition 34]**

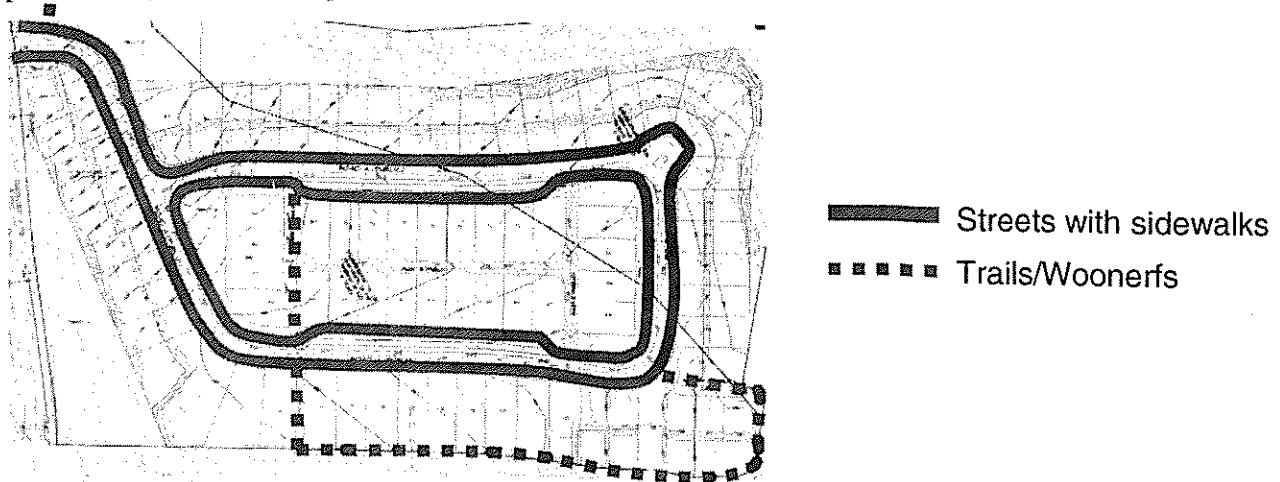


Location of Woonerfs

Pedestrian circulation

Interconnectivity is a critical component to neighborhood character and fostering a circulation system that encourages walking and bicycling. The primary pedestrian circulation system at Issaquah Highlands coincides with the street system, since sidewalks are a required element of all streets, just as the streets in this plat do. The applicant has proposed an unique sidewalk system as shown on Sht. P04. Sidewalks on the outside of Road A have the traditional placement; however, sidewalks on the inside of Road A, are placed close to the Road at the corners of the block but veer into the adjacent tracts (Tracts E and G) to provide access to the lots. The applicant has proposed Tracts E, F, and G to provide consistency of landscape design and maintenance along the street front. These tracts will also provide an opportunity for unique passive and active uses to be distributed throughout the neighborhood. These might include nodes, sitting areas, small play opportunities, and other elements consistent with the Neighborhood Type. In a pedestrian friendly community, sidewalks are direct and convenient, which means they are not typically meandering. However, in this case, the sidewalks will provide convenient access and consolidate the open areas for the various activities in the tracts. The applicant has described these but has not yet provided detailed designs. The sidewalk in Tract F and in Tract G adjacent to Lots 55-58 does not veer into the tract, which will result in the need to provide individual walks from the sidewalk to the lots, carving up Tract F and G. Instead, the walks should be placed in close proximity to the lots. [Condition 35]

In addition, there is another pedestrian system, trails. There are four trail types in this plat, all of which are discussed below under the Section on **Trails**, except the woonerfs portion discussed here. Also to ensure that there is perpetual access to these trail routes, an easement shall be provided. [Condition 55]



Pedestrian routes through the plat

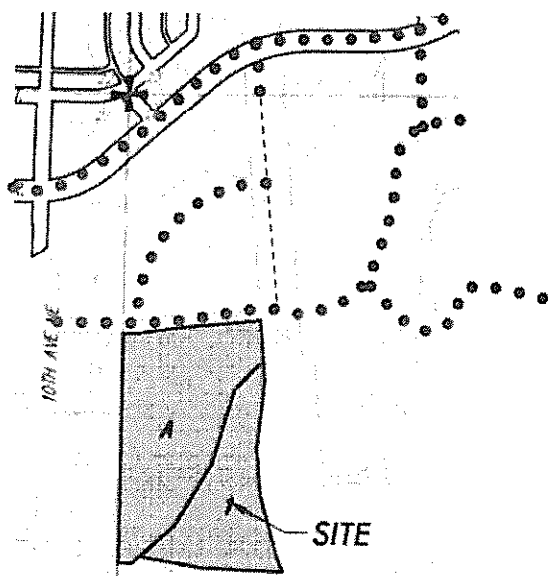
Other circulation

Just after turning off Falls Drive, into the plat, a driveway cut is shown on the east side of Road A, crossing Tract C. This drive is for Williams Gas and PSE to inspect their lines within the easements east of the parcels. Due to the grades of Falls Drive and within Tract D, there is no other access point. However, this point should be designed so that its visual impact is minimized and no other vehicles can access the Williams Gas/PSE easement area, such as the use of bollards. However, pedestrians should be able to use this drive as an access point to the Williams Gas/PSE easement "trail." (See the Section on **Trails** for discussion of Combined Use Trail.) The Williams

Gas/PSE easement is not an official trail, it has not been and will probably not be improved, and deadends at about the south end of the plat due to a steep dropoff which limits a connection from this "trail" to the Issaquah-Highpoint Trail. However, it is still a pleasant area in which to walk and should be accessible to pedestrians.

Bicycle Facilities

Within the plat, bicycles will share the travel lanes in Road A due to the low volume and speed of vehicles. The steepness of the adjacent areas means none of the trails entering and leaving the plat are designed to accommodate bicycles. However, Falls Drive is designed with bike lanes, connecting west to the East 42 plat area and east to College Drive and the multi-use trail through the WSDOT TDR property. These routes should provide excellent connectivity to adjacent areas. This design implements WSDOT plat Approval Condition #28.



Bicycle Route adjacent to plat: bike lanes or multi-use trail

WSDOT TDR (APPENDIX B)

This appendix establishes standards for all streets, woonerfs, and alleys, whether public or private, within WSDOT TDR. Per Action Memo #118111 (**Attachment E**), Issaquah Highlands road standards have been used for the review of this plat as: the goal of the WSDOT TDR Development Agreement is consistency with Issaquah Highlands; and roads, alleys, and woonerf are continuous between parcels; and the standards are the same or similar. However, certain details are unique and should be noted. For instance, mailbox kiosks are to be shown on the preliminary plat, and located in planter strips or common areas. No mail kiosks were shown but there are several acceptable locations. The applicant should look for opportunities to use required features, such as mail kiosks, to create community gathering spots. To foster social interaction and activate tracts consistent with IH Appendix S, **Urban Design Guidelines**, the mail kiosk(s) should be centrally located, though USPS will likely want the kiosk near the road. Prior to submitting permits for construction or with the ASDPs for the common area tracts, the applicant shall identify the location(s) of mail kiosks, as approved by USPS. [Condition 36] This Development Agreement also encourages dead-end streets to continue pedestrian facilities, which the applicant has proposed at the end of Woonerf B, discussed under the Section on Trails.

General Details

The following general details are relevant to both Development Agreements.

- A 2 ft. easement to allow for repair and maintenance is required adjacent to publicly owned sidewalks, alleys, woonerfs, etc... when the property line coincides with the edge of the public pavement. [Condition 37] This implements Condition #23 of the WSDOT Plat.
- The standard Issaquah Highland's alleys are 18 ft wide and constructed of 12 ft of asphalt with 3 ft concrete shiners (flush curbs) on either side. This is consistent with the applicant's detail.
- Alley standards require garages and buildings be set back 4 ft from the 18 ft alley. While garages and buildings can be setback further, it must be clear whether parking is allowed on the garage apron or not, to ensuring that garage apron parking doesn't impede safe and functional alley use. [Condition 38]
- Address monument sign must be provided to assist EF&R in locating the homes on Woonerf B. All other homes will be addressed from Road A. [Condition 39]
- Transitions from streets to alleys require a driveway cut (ramp) rather than a street cut (curbs). It appears the applicant has shown these in all locations. This will be confirmed with construction drawings.
- All curbs at Issaquah Highlands must be vertical, unless otherwise approved by the MDRT such as for fire access or some other unique circumstance. For instance, it may be necessary that mountable curbs may be necessary on either side of the alley entrances to accommodate garbage truck turning radii. No extruded curbs are allowed as they are not durable. [Condition 40]
- All curb ramps must direct the user into the crosswalk (not the intersection or travel lanes) and generally point toward the curb ramp on the opposing side.
- Any tree located within 4 ft. of a public street, curb, sidewalk, or similar publicly-owned and maintained paving must have root barrier with a minimum depth of 18 inches, for an appropriate length based on root structure.

FINDING: With the proposed conditions, the proposed plat is consistent with applicable street requirements and the Development Agreements. Additional detailed review will occur with the Utility Plans for this plat.

SEPA COMPLIANCE

ISSAQUAH HIGHLANDS (APPENDIX I)

The proposed urban development within the Issaquah Highlands project area has been addressed and analyzed in prior environmental documents. Pursuant to Step 3 of this Appendix, the City acknowledges the EIS satisfies the SEPA requirement and may, pursuant to the procedures and standards set forth in this appendix, require measures beyond those in the Agreement, only to the extent:

- An implementing approval or requested modification exceeds the project envelope;
- It is concluded, pursuant to WAC 197-11-600(3)(b), that substantial changes have been made to the project; or,

- It is concluded that there is new information indicating probable significant adverse environmental impacts.

The City has determined this proposal as an Implementing Approval, as defined in Appendix I of the Development Agreement, is within the Project Envelope. As specified in Appendix I, the existing Grand Ridge Environmental Impact Statement shall be utilized and no further State Environmental Policy Act (SEPA) checklist or threshold determination is required when an application for an Implementing Approval is within the Project Envelope.

WSDOT TDR (MAIN BODY)

The proposed development within the WSDOT TDR project area has been addressed and analyzed in the WSDOT TDR Development Mitigated Determination of Non-Significance, Exhibit 10 of the Main Body. The Agreement set forth mitigations to be applied during the Terms of this Agreement, satisfying the SEPA requirements and may, pursuant to the procedures and standards set forth in SEPA, RCW ch. 43.21.C, WAC ch. 197-11, require a supplemental EIS, EIS addendum, DNS or MDNS requiring further mitigation measures beyond those in this Amendment, only to the extent:

- An implementing approval or requested modification exceeds the Project Envelope and governing Development standards; or,
- The City concludes, pursuant to the SEPA Rules, WAC 197-11-600(3)(b), that substantial changes have been made to the Issaquah Highlands project so that it is likely to have a significant adverse impact not previously analyzed in a SEPA environmental document; or,
- The City concludes, pursuant to the SEPA Rules, WAC 197-11-600(3)(b), that there is new information indicating probable significant adverse environmental impacts of the TDR entitlement not previously analyzed.

The City has determined this proposal as an Implementing Approval, as defined in Exhibit 10 Main Body of the Development Agreement, is within the Project Envelope. As specified in Exhibit 10, the existing Mitigated Determination of Non-Significance shall be utilized and no further State Environmental Policy Act (SEPA) checklist or threshold determination is required when an application for an Implementing Approval is within the Project Envelope.

FINDING: The proposed preliminary plat meets the Project Envelope as defined in the relevant portions of the sections of the Development Agreements and is, therefore, consistent with the Development Agreements.

MASTER TRANSPORTATION FINANCING

ISSAQUAH HIGHLANDS (APPENDIX J)

The MTFA includes obligations for improvements to Black Nugget Road, the North and South SPAR, the Sunset Interchange, and Transit Center. All roadways (identified above) and Park and Ride have been improved/built and are open to traffic.

WSDOT TDR (MAIN BODY, TRANSPORTATION MANAGEMENT PLAN, EXHIBIT 6)

The Transportation Management Plan (TMP) includes obligations for improvements that provide a new east/west roadway paralleling Park Drive from 15th Ave extension to Central Park (College Drive) and a paved multi-use trail between the Williams Gas/PSE easement to the BPA easement.

These must be provided prior to first occupancy. These two required improvements are under construction and should easily be constructed prior to first occupancy (Development Agreement timing is assumed to be by the end of November 2011). The other TMP measures are related to non-residential construction: 1) Traffic Mitigations described in the TMP shall be implemented per an implementation plan approved by the City related to 50% occupancy of the land in the East 42 plat area; this has not occurred yet. 2) The other TEMP measure is related to activities in Parcel 4. [Condition 41]

FINDING: With the proposed conditions, the proposed plat is consistent with required transportation improvements and the Development Agreements.

CAPITAL FACILITIES

ISSAQUAH HIGHLANDS (APPENDIX K)

This appendix is included to provide for police, public works, fire and medical, general governmental, parks and recreation, and capital facilities and services for the urban portion of Issaquah Highlands.

WSDOT TDR (EXHIBIT 9 TO THE MAIN BODY: CAPITAL FACILITIES, MAINTENANCE, & MONITORING PLAN)

All Capital Facilities fees have been paid to the City.

FINDING: The proposed plat is consistent with applicable capital facilities requirements and the Development Agreements.

PROCESSING

ISSAQUAH HIGHLANDS (APPENDIX L)

Appendix L establishes the permit procedures for Issaquah Highlands. In addition, it establishes procedures for appeals and public notice and empowers the MDRT and UVDC.

WSDOT TDR (APPENDIX G)

Appendix G establishes the permit procedures for the WSDOT TDR area. In addition, it establishes procedures for appeals and public notice and empowers a Designated Official and a Commission. Preliminary Plats in this agreement are processed by a different method than at Issaquah Highlands. However since about 65% of the land within the plat is within Issaquah Highlands, and the applicant requested the Issaquah Highlands' process, that process is being utilized.

FINDING: The processing of this proposed plat is consistent with processing requirements and the Development Agreements.

ELECTIONS AND MODIFICATIONS

ISSAQUAH HIGHLANDS (APPENDIX M)

This Appendix identifies the method and procedures for Elections as well as Modifications to the standards and guidelines. Modifications may be necessary; see the proposed approval conditions. Though the applicant may choose to apply for other Modifications in the future.

WSDOT TDR (APPENDIX G)

Modifications and other processing actions are included in Appendix G.

FINDING: The proposed plat is consistent with applicable elections and modification provisions and the Development Agreements.

DIMENSIONS AND DEVELOPMENT STANDARDS

This appendix provides lot size, setbacks, and building height provisions for Issaquah Highlands. Based on the density ranges for Parcel A, the following dimensional standards would apply:

	ISSAQUAH HIGHLANDS (APPENDIX N)	WSDOT TDR (APPENDIX E)
<i>Minimum lot size:</i>	None	None
<i>Setbacks:</i> (these are zoning setbacks; other City departments and the ARC may have other required setbacks.)	Street: none Interior setback: 4 ft. (required only for, or adjacent to, single family detached houses) Setbacks will be reviewed with future building or land use permits.	Street: 5 ft Interior setback: 5 ft. Rear yard setback: 5 ft. Setbacks will be reviewed with future building or land use permits.
<i>Minimum lot width:</i>	None	None
<i>Maximum height:</i>	85 feet. Height will be reviewed during future building permit.	50 feet (4 stories). Height will be reviewed during future building permit.

FINDING: The proposed plat is consistent with applicable dimensional requirements and the Development Agreements, as verified through future building permit review.

PARKING STANDARDS

ISSAQUAH HIGHLANDS (APPENDIX O)

Appendix O provides the parking requirements for Issaquah Highlands.

WSDOT TDR (APPENDIX C)

Appendix C provides the parking requirements for WSDOT TDR area.

While no parking information is provided with the plat, some assumptions can be made with regards to parking:

- The Applicant is proposing single-family detached housing, which requires two on-site parking spaces per both Development Agreements. It is assumed that required bike parking will occur within the garages. This will be reviewed with the Building Permit.
- Additional parallel parking is provided on Road A. (See the Section on Streets for more information.) Though 2 stalls per unit meets the required parking, including guest parking, it is useful to have additional, unassigned guest parking rather than relying on all guest parking within garages.

FINDING: The proposed plat is consistent with applicable parking requirements and the Development Agreements, as verified through land use and Building Permit review.

LANDSCAPING STANDARDS

ISSAQUAH HIGHLANDS (APPENDIX P)

The purpose and intent of this appendix is to encourage healthy, attractive landscapes and to provide for buffers between less compatible land uses. No landscape information has been submitted with this application. A landscape plan must be reviewed and approved by the Responsible Official for landscaping with future development permits. All disturbed areas will be either planted or stabilized and designed to promote growth of landscaping while minimizing invasive plants, in a timely manner. SEP07-002, a critical area studies that allowed the modification or removal of steep slopes, will require additional landscape. These requirements are discussed above under Background.

WSDOT TDR (APPENDIX I)

Generally the Landscape portion of Appendix I will come into play with review of construction permits. SEP11-00003, a critical area studies that allowed the modification or removal of steep slopes, will require additional landscape. These requirements are discussed above under Background. It should be noted that the Main Body, Section 4.1.5 requires that with the approval of permits for landscaping, all trees, either new or retained on site, will be counted and tabulated. [Condition 42]

FINDING: With the proposed conditions, the proposed plat is consistent with applicable landscape requirements and the Development Agreements.

SIGN STANDARDS

ISSAQUAH HIGHLANDS (APPENDIX Q) AND WSDOT TDR (APPENDIX J)

No signs are proposed with this application and the WSDOT TDR Development Agreement defers to the Issaquah Highlands sign standards.

FINDING: The proposed plat is consistent with applicable signing requirements and the Development Agreements.

AFFORDABLE HOUSING STANDARDS

ISSAQUAH HIGHLANDS (APPENDIX R)

The affordable housing appendix of the Development Agreement provides for 10 % of the total housing in Issaquah Highlands to be provided at or below 80% of median income; 10 % to be provided between 80 and 100 % of median income; and 10 % between 100 and 120 % of median income. The current Affordable Housing Location Guide shows no units located in this Parcel; however, the Master Developer may relocate units as long as they are able to fulfill the Development Agreement obligations.

WSDOT TDR (APPENDIX D)

Affordable housing related to the WSDOT TDR Development Agreement may be located in Parcel D.

FINDING: The proposed plat is consistent with applicable affordable housing requirements and the Development Agreements.

URBAN DESIGN GUIDELINES

Per Action Memo #111811 this plat will be reviewed using the Issaquah Highlands Urban Design Guidelines. This is consistent with the WSDOT TDR guidelines which consider the TDR area an extension of Issaquah Highlands.

ISSAQUAH HIGHLANDS (APPENDIX S) AND WSDOT TDR (APPENDIX A)

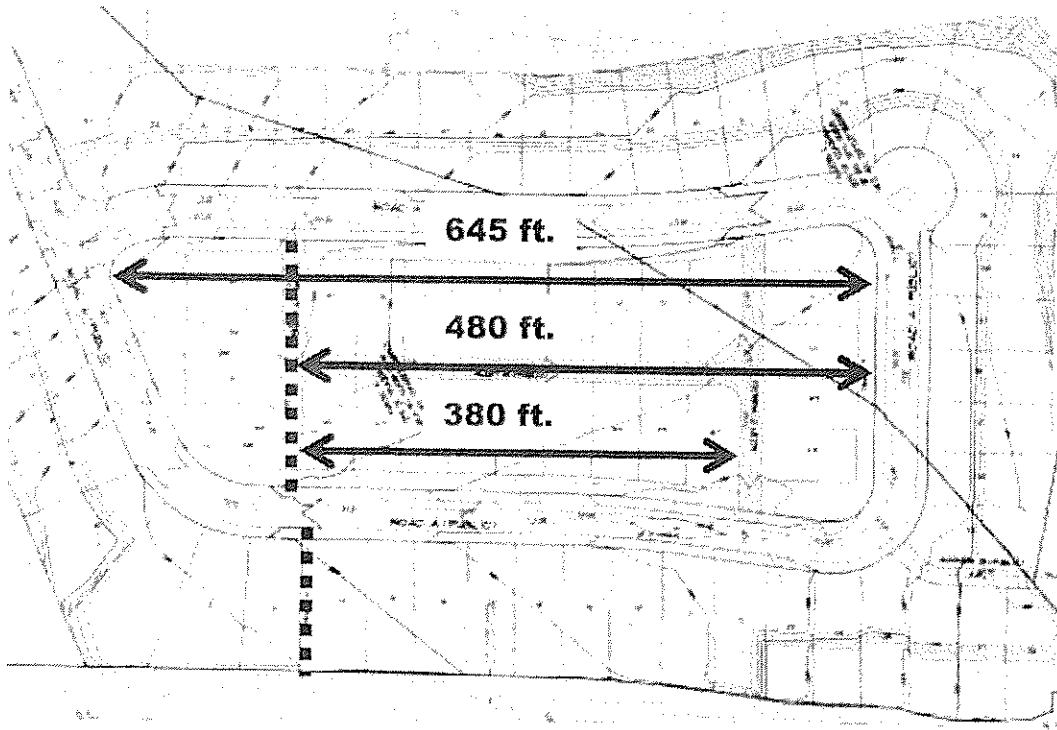
The design guidelines comprise a key part of defining the vision for Issaquah Highlands. The design guidelines serve the overall purpose of creating a framework by ensuring the buildings, the landscape, the circulation system, the social gathering places, and the limited use open spaces and private parks relate to one another in a way that achieves the Issaquah Highlands vision as described both in this Appendix and Appendix A: Goals and Objectives.

The applicant has specified that they are developing these properties using the House and Garden Neighborhood Type, which implements WSDOT Condition #29. However, since this is a plat, it is the circulation network, open space, and site configuration that must achieve the Neighborhood Type's guidelines as part of this review. Subsequent permits, e.g. ASDP (Administrative Site Development Permit) for the open spaces, will also use the Neighborhood Type for review. See **Attachment B** for a summary of the general guidelines related to this project as well as features which are encouraged in the Neighborhood Types as well as Overlays.

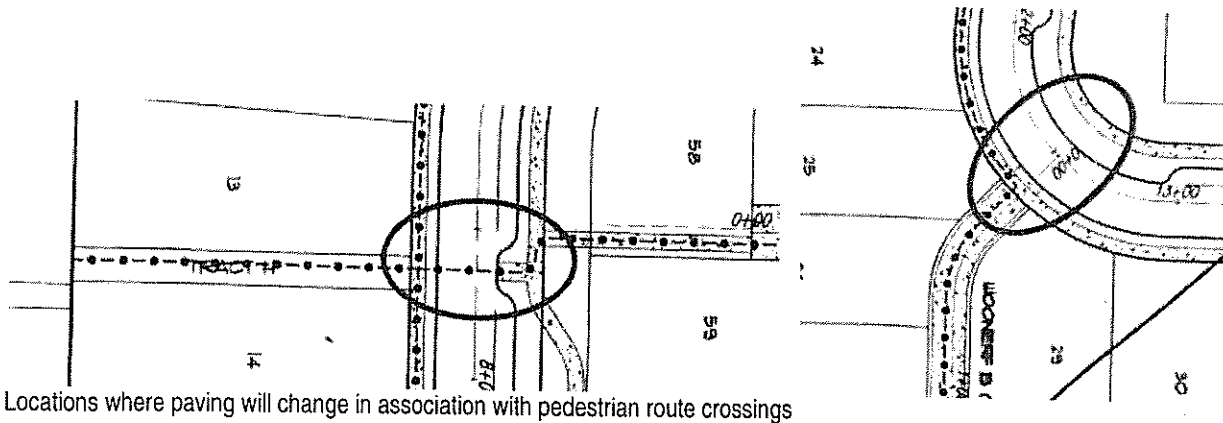
Pedestrian Circulation

In general the layout, and connectivity are consistent with the House and Garden street and vehicular circulation expectations, by being comprehensible, pedestrian oriented, and discouraging high speeds. As a plat that does not have vehicular connectivity with adjacent properties, the applicant has proposed external pedestrian connections which are discussed under the Section on **Trails**. Internally, the plat has a central block that is about 645 ft long. An additional pedestrian connection through the block provides a convenient, direct connection through the block, and connecting to the trail to East 42, the Town Center, and High Streets retail. This walkway reduces the block to about 480 ft in length. With the review of other plats, the Commission has focused on providing a fine grained pedestrian system. While this block has another alley which provides a second connection, an alley is not designed for pedestrian use, though pedestrians may choose to use it. Furthermore, the sidewalks associated with the streets directly connect to the important

pedestrian routes such as the external trail connections. No additional pedestrian routes are necessary in this circumstance.

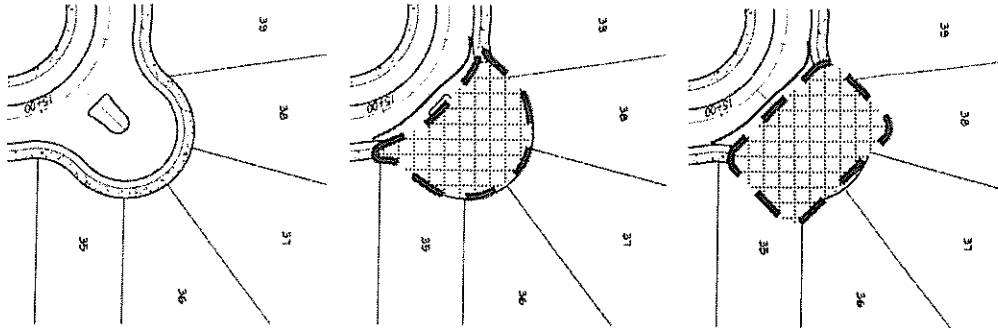


To improve the pedestrian orientation, where pedestrian ways intersect with vehicular routes, including streets and alleys, treatments shall be used which clearly delineate the pedestrian priority and enhance pedestrian safety. This is consistent with the objective: *"Encourage pedestrian priority in circulation by creating paving changes, raised crosswalks, and neighborhood street entry bottlenecks to slow vehicle traffic"* as well as *"Paving patterns changes, varied paving materials and color, and accent paving are used to reinforce the residential character of the neighborhood at high use and important pedestrian locations."* [Condition 43]



Locations where paving will change in association with pedestrian route crossings

The other location that needs further pedestrian circulation refinement is the sidewalk at Lots 35 through 38. To provide vehicular access to the lots, a road bulb-out is shown. This improves vehicular access while making the pedestrian route significantly longer and less direct. As pedestrians are given priority, the design must facilitate pedestrian movements over vehicular, while accommodating automobile as well as EF&R access. Also EF&R must be able to get within 150 ft of the farthest point of a house on any of these lots (as the hose lays). A solution would be to continue the curb line as if the street turned there, and using a driveway cut, create a shared surface, such as a woonerf, behind the curb. This will be a low vehicular volume area which will be appropriate for a pedestrian-oriented, shared-surface solution such as a woonerf. [Condition 44]



Left: original proposal.:

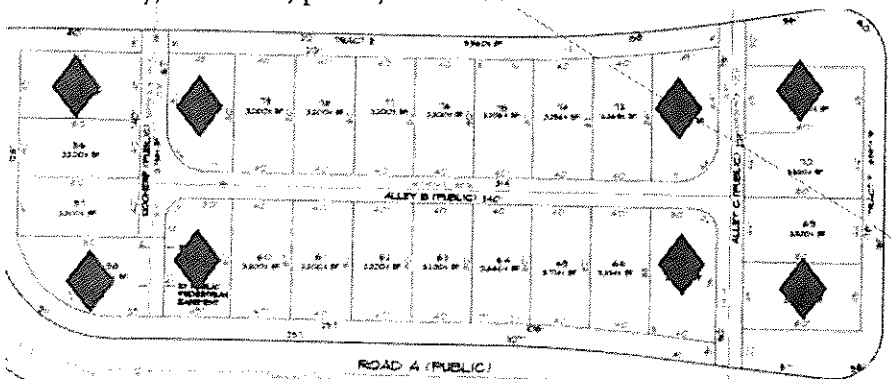
Middle and Right: possible pedestrian oriented solutions.

Lot Design

The plat has corner lots which are important opportunities to create unique homes that finish the block and provide attractive view termini. Corner lots need to be a bit more generous than interior lots to accommodate porches and other elements that turn the corner of the building and finish its exposed side. The design of plat provides for more generous corner lots (about 5 ft wider), consistent with many goals and guidelines:

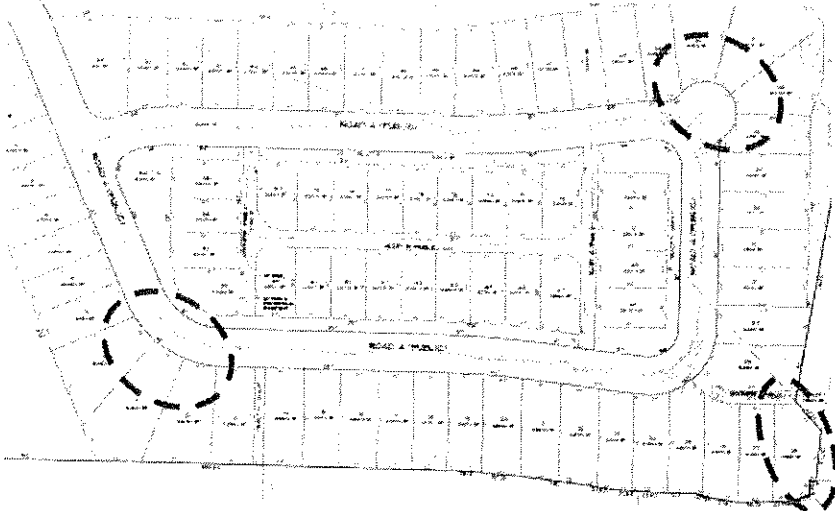
Appendix A: *Creating residential streetscapes that emphasize front porches,* Encourage dramatic variety of form, mass, plan and fenestration ... and a sense of shared responsibility toward the street, neighborhood, community and environment. Grand Ridge neighborhood streets should provide safe and attractive designs where the whole composition of streets, trees, parkways, walks, front yards and front porches define and contain a common space for residents to stroll, meet, play, and socialize.

Appendix S: *Building profiles ...* with the predominant feature for buildings being elements such as a balcony, verandah, porch, or arcade.



Location of wider corner lots

Conversely, some lots are narrower than the typical lot in the plat, such as at the corners of Road A. The Development Agreement places importance on creating a pedestrian friendly and socially gregarious public realm in which houses address the street and auto dominance is reduced. The design of these narrow lots (Lots 10-12, 28, 36-38) increases the frequency of curb cuts and potentially diminishes the relationship between the house and the street. Two actions are necessary: limit the width of the curb cut and at Building Permit, carefully review the placement of the house to ensure it has a strong relationship with the street as well as the other homes, "...where the whole composition of streets, trees, parkways, walks, front yards and front porches define and contain a common space for residents to stroll, meet, play, and socialize." [Condition 45]



Location of lots with narrow street frontage

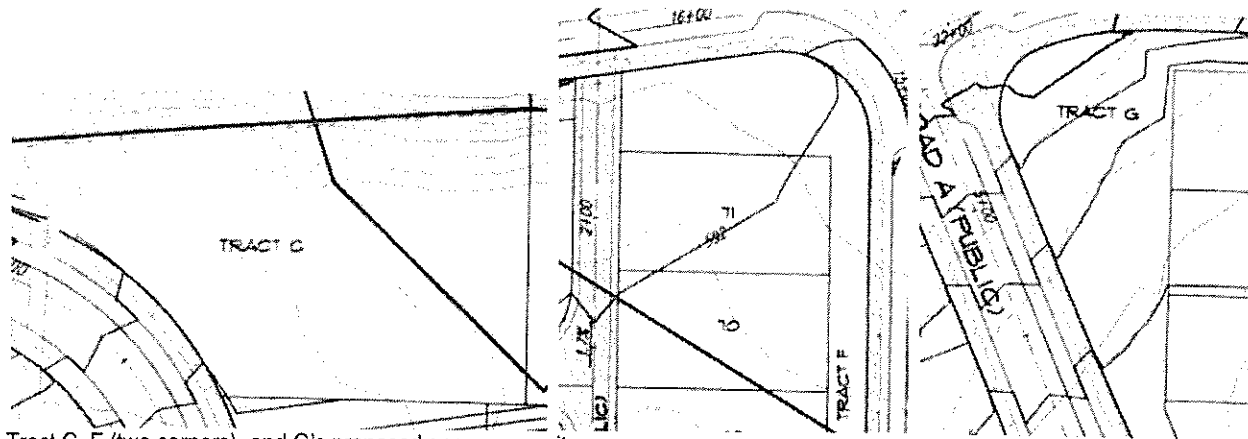
Open Space

The primary shared open spaces are Tracts C, E, F, G. Tracts C and G are, in particular, geared to provide gathering and recreation space. Tract F provides two moderate sized spaces at the south end of the plat. Specific review of the proposals will occur with the ASDPs for these tracts. No information was provided on the uses other than the Narrative which described Tract C as "landscaped open space containing a level lawn area for active recreation" and Tract G as "landscaped open space with a tot-lot recreation element." Based on the following excerpts from the Development Agreement, the tracts should be designed to more carefully incorporate children's play as well as provide meaningful uses of shared land within the plat.

Appendix A states: Principle 4: ... create a very sociable public realm that enhances the community life of children, adults and seniors and promotes common values and shared responsibilities; integrate a variety of safe places for children's play and exploration, including parks, community gardens, natural play spaces, and safe streets. "Goal: Provide both natural open space and active park areas within close proximity to all residents. With clustering and increased density, we can provide a much greater proportion of nearby open space for residents. This open space must not only be near, but accessible. We also create a greater need for common play areas and gardens as we reduce the individual family's private yard areas. Parks should be within walking distance of residents."

Appendix S states: "These common spaces can also foster social interaction among residents Common outdoor spaces such as barbeque and picnic areas, conversation areas, and mailbox

seating when private outdoor space is limited. If private park space is provided, it should be located so it is visible to residents and accommodate a variety of activities for differing age groups." "If private vest pocket park areas are provided, they should reflect the character of the neighborhood and contain elements such as lawn, children's play areas, and water features."



Tract C, F (two corners), and G's proposed open space sites.

A more child-sensitive approach, consistent with the House and Garden Neighborhood Type character would be to incorporate opportunities for play into all tracts without making open space exclusively for small children's play through the use of big toys. This could include boulders, paths, stepping stones, berms and hills, dry or wet stream, slides, edible plants. This allows more diverse and adventurous play, consistent with the neighborhood type's character while not precluding other residents from visually and physically enjoying the area. [Condition 46]

As Tracts C and G are the only real open space for recreation, they should provide relatively flat areas of reasonable size to accommodate play. Tract C already appears fairly flat and those grades should be maintained as construction documents are prepared. Tract G is currently proposed to have a moderately sloped site. The appropriate grades will be determined based on the equipment and activities in Tract G, which will be reviewed with the ASDP for the Tract. Development of all the open space tracts provides an excellent opportunity to offer the diversity of spaces discussed in the Development Agreement. No uses are described for Tract F's two spaces, but they provide great small scale opportunities to introduce diversity within the plat. [Condition 47]

Given that Tracts C and G are the primary recreation spaces, the homes along Tracts C and G, their yards, and the park's edge must have a welcoming, interactive design. As Appendix A states: "Create a pedestrian friendly and socially gregarious public realm in balance with individuality and privacy." Also many of the quotes provided above in Appendix S's discussion are valid, though they refer to the street; however, since the park and sidewalk are standing in for the community space the goals and guidelines are valid here as well. In addition, Appendix S states: "To maintain a sense of privacy yet allow for interaction between neighbors, yards and entry courtyards when abutting a street, trail or common space should be separated through physical elements such as open style or low fencing, screens, and low hedges or walls." This indicates the need to have yards with at most low elements along the parks in Tracts C and G, if anything. Specifically, Lots 55-57, and possibly Lot 58, must face Tract G and have their front entrances from the park; Lot 54 backs up to Tract C and needs a comfortable relationship to it. The location of the front entrance, the design of the façade, and the type of fencing or landscape must all strengthen the homes

relationship to the park. **[Condition 48]** For purposes of this condition, a front door is defined as a single or double swinging door, doorbell, and front door trim.

Service and Mechanical Area Screening

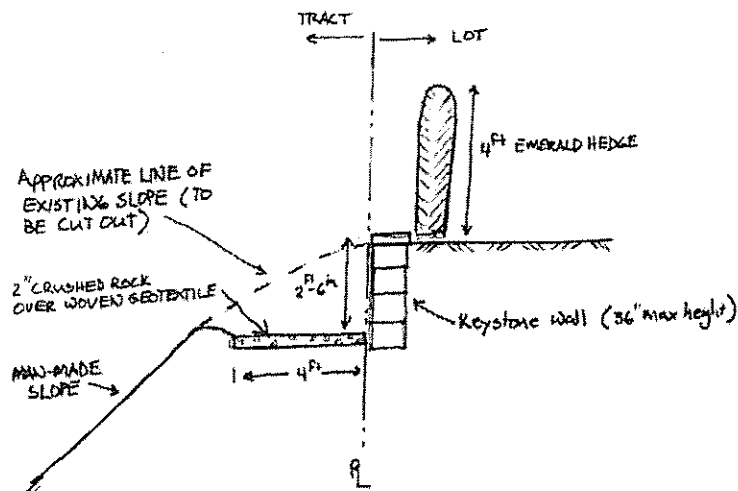
To maximize the use of the open space tracts, facilities such as walkways and significant plant materials that serve pedestrians and recreation as well as achieving the House and Garden character, must take precedence over underground utilities, vaults, above ground utility equipment, etc.... Access and equipment associated with wet and dry utilities are a necessary part of a functioning community. However, their presence does not enhance the overall project character and objectives. Screening and location can reduce the impact of these necessary elements. **[Condition 49]**

Hillside Overlay

Because of the unique situation that hillside locations present, special attention shall be paid to the siting of building on slopes. In particular, consideration should be given to community views of hillside buildings as well as to the opportunity for views from such buildings. A variety of techniques can be used to achieve both goals, such as articulating downhill elevations and aligning significant roof ridges perpendicular to contours. Low terraced retaining walls with landscape elements can provide visual interest while serving a functional purpose.

Landscaping on hillside areas should be designed to screen buildings from community views while preserving views from the buildings through techniques such as concentrating evergreen tree clusters at the base of slopes and/or on axis with property lines, providing transitional plantings at the base of buildings, and using trees which are tolerant of appropriate pruning, but do not require topping to preserve views. For color as well as view preservation, landscaping elements such as flowering ground cover and columnar deciduous trees can be planted between hillside buildings. Small landscaped seating areas or vest pocket parks can be located along hillside streets to provide view outlooks and resting areas.

The applicant has noted in the Narrative the importance of the lots along the north and west of the site which will be very visible from off site: "Use of covered porches and articulated building massing at rear elevations to enhance visual interest will be incorporated into all building designs for the North and West facing lots." In addition the Narrative notes for properties along the western edge: "...a 4 ft to 5 ft tall emerald green hedge will be planted along the western project boundary that will provide uniform appearance, screening of structures, and privacy for residents. Black ornamental metal fencing will be permitted for security on a case by case basis, not to exceed 5 feet in height." The applicant's proposal addresses most of the concerns for neighborhoods and homes that are highly visible from off site. Also coming into play is the edge where the western trail, further discussed below in the Section on **Trails**, and the lots meet. The applicant's trail detail is shown below.



Applicant's proposal for the western Trail

The detail the applicant has provided includes a 2.5 ft wall topped with a 4 ft arborvitae hedge, though the applicant has indicated in the drawing that the wall may be as tall as 3 ft and in the text that the hedge may be as high as 5 ft. Use of the solid hedge atop the wall results in up to an 8 ft tall monolithic edge to the trail, which is inconsistent with Appendix S which discourages "Gauntlet trails, such as narrow trails bordered by solid high fences." While it is appropriate that there is some segregation of these uses (trail and residence) and privacy for the resident, it should not be at the expense of the trail user's experience. Also Issaquah Highlands Appendix T does not allow fences in borders. The hedge and retaining wall are in the trail's border and thus wouldn't be allowed there. To provide privacy to the residents while not negatively impacting the trail, the hedge should be a mixture of shrubs rather than a single one that grows to form a wall like barrier. [Condition 50]

FINDING: With the proposed conditions, the proposed plat is consistent with applicable urban design guidelines and the Development Agreements.

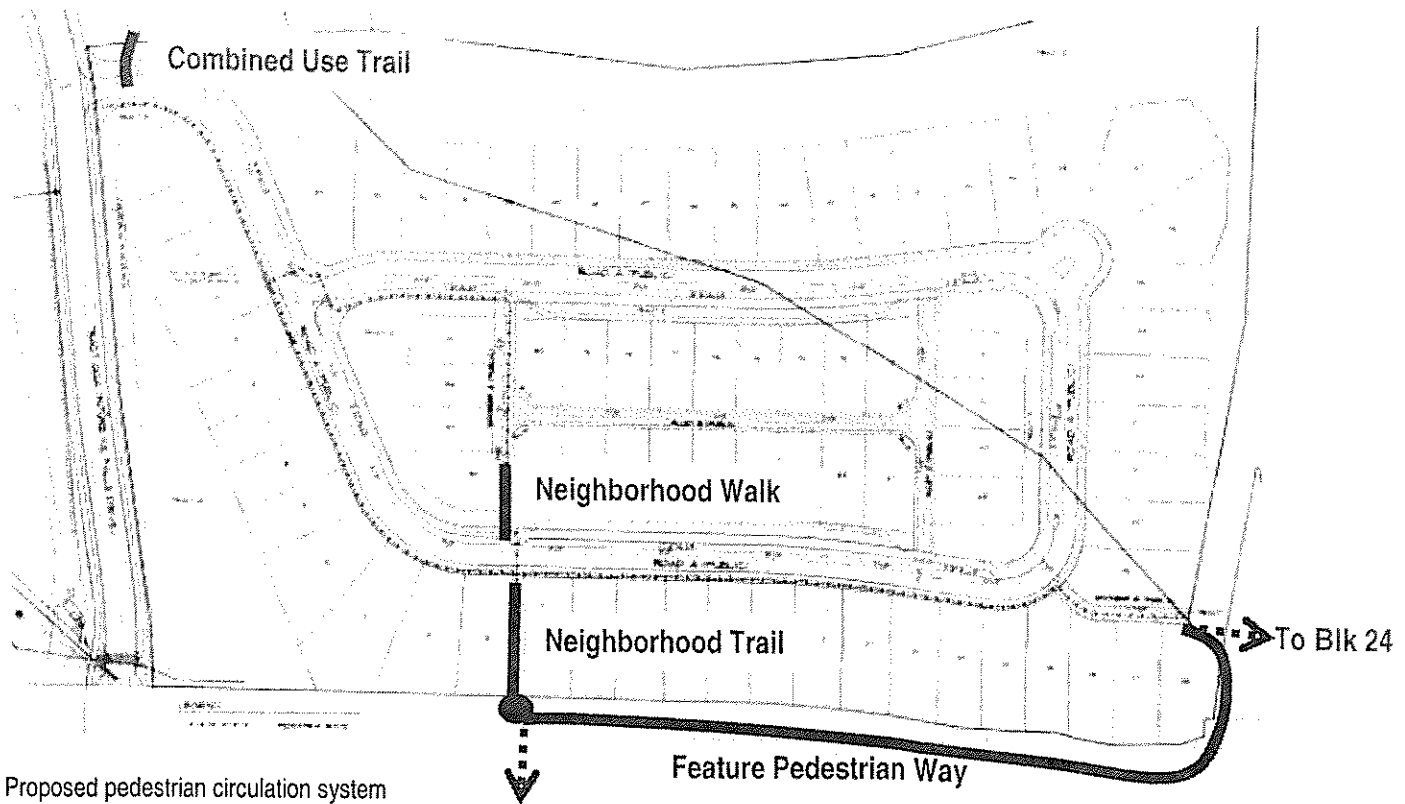
URBAN TRAIL STANDARDS

ISSAQUAH HIGHLANDS (APPENDIX T) AND WSDOT TDR (APPENDIX I)

The purpose and intent of the Issaquah Highlands Trail Appendix is to encourage a variety of experiences for pedestrians, bicycles, and other non-motorized modes of transportation within Issaquah Highlands through trails. In general, the WSDOT TDR Trail Appendix is very similar. Thus the trails will be reviewed using the Issaquah Highlands standards, per Action Memo #111811, **Attachment E**.

In this plat, there are three types of pedestrian routes: sidewalks, associated with streets; trails, which are regulated pedestrian routes governed by this Appendix; and woonerfs which are shared surfaces between pedestrians and vehicles. Woonerfs are discussed under the Section on **Streets**.

Sidewalks: As regulated and proposed, are a minimum 5 ft wide. Additional discussion is provided above under the Section on **Streets**.

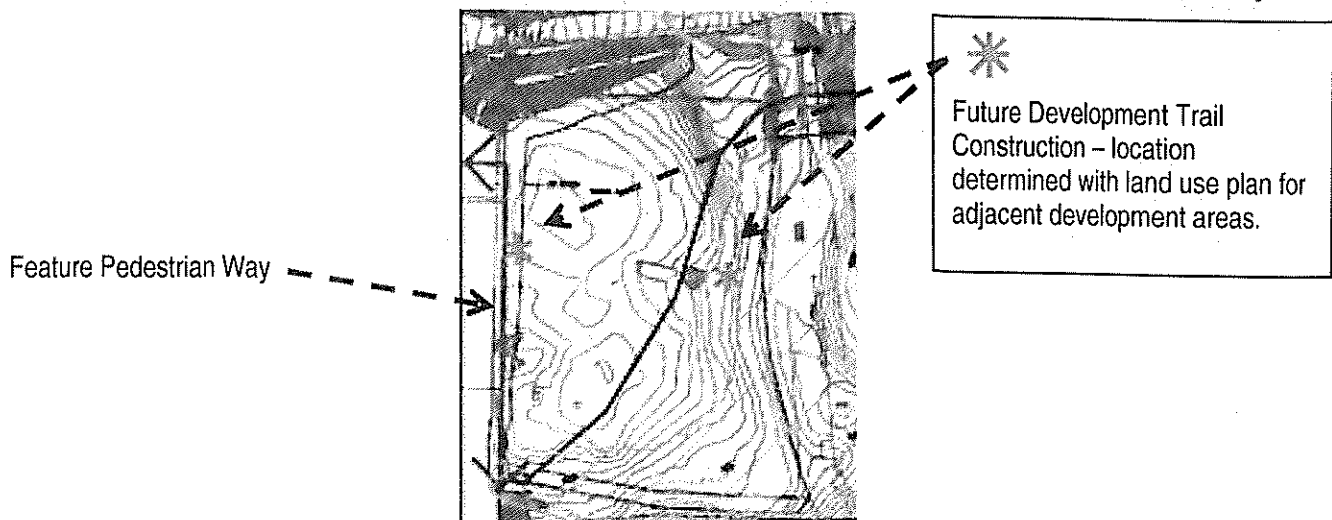


Proposed pedestrian circulation system

To Blks 20 & 23

Trails: Several types of trails are proposed: Feature Pedestrian Way, Combined Use Trail, Neighborhood Trail, and Neighborhood Walk.

Feature Pedestrian Way: Exhibit I-1 of the WSDOT TDR Development Agreement (an excerpt of which is shown below) provides a Trails Plan. On the western edge of Parcels A/1 is a Feature Pedestrian Way. [Note: There are also two symbols (asterisks) which indicate trails to be developed with the land use plans for the parcels, both of which are incorporated into the plat. The western asterisk is for the trail to Town Center/High Streets and the eastern trail is for a connection to the PSE/Williams Gas easements. See below for more information on these trails.]



Excerpt of Exhibit I-1 from the WSDOT TDR Development Agreement

This is not a trail type within the WSDOT TDR Development Agreement but it is provided in the Issaquah Highlands Development Agreement. A Feature Pedestrian Way is an 8 ft wide hardscape promenade. The applicant has proposed a 4 ft wide trail; see the drawing on the last page of the Narrative, **Attachment F** and which has been shown above in the **Urban Design Guidelines, Hillside Overlay**. The trail standard requires landscape borders although in this location the trail may be appropriate without them. A railing must be provided on the slope side for fall protection, and may be placed in the outer foot of trail width. It is also proposed to be built on the top of the adjacent IHCA-owned (formerly eastern portions of Blocks 20 and 24) and DevCo-owned (Block 23) properties. These blocks have a temporary grading easement which allows regrading; however, it is necessary to receive permission from the owner to permanently locate the trail on their property. It appears there is sufficient room for the trail to be located within Parcel A, if the IHCA and DevCo are unwilling to host the trail. **[Condition 51]**

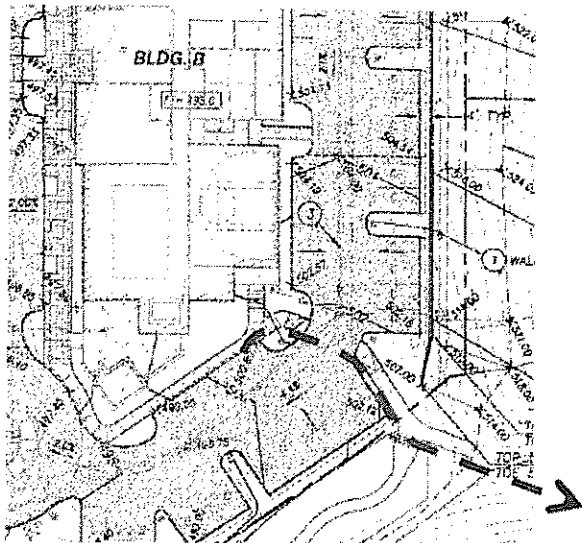
Combined Use Trail: The purpose of this trail is to provide recreational opportunities for pedestrians on maintenance vehicle access roads, such as the one for PSE and Williams Gas. (See the Section on **Streets** for further discussion.) The trail is 12 ft wide and may be constructed of either asphalt or gravel, though gravel may not be used within 20 ft of ROW which likely means this would be constructed of asphalt. **[Condition 52]** This trail also fulfills the eastern star shown on Exhibit I-1 which was intended to provide a connection to the PSE/Williams Gas easements.

Neighborhood Trail: Tract H will contain a Neighborhood Trail connecting Road A to the stairs in Tract QI, ending at 10th Ave in East 42/Town Center/High Streets retail. Tract H is 11 feet wide though the Neighborhood Trail standard is a 6 ft trail with 4 ft landscape borders, for a total of 14 ft. The applicant is proposing a 5 ft trail with 3 ft borders, which would require an AMM. A tread 5 ft wide is consistent with the City's sidewalk standard. The borders are present to ensure sufficient landscape is provided on either side of the trail and a gauntlet effect is not created. If the fences or landscape on the adjacent properties is restricted to 42 inches, then 3 ft borders may be sufficient. The submittal does not appear to indicate the surface of the trail but it should be consistent with the Neighborhood character which indicates concrete or special paving.

[Condition 53] The access for Lots 55-57, and possibly 58, will also be a Neighborhood Walk, providing access to these homes between the lots and the tot-lot anticipated in adjacent Tract G. The trail serving these lots may be just 5 ft wide, like a sidewalk. In some but not all instances, it appears that the space for borders, as required by the trail standard, is available. The future designs must comply with the adopted standard, except for the tread width. In addition, trails standing in for sidewalks, i.e. providing pedestrian access to the front doors of homes facing Tract G, must be constructed like sidewalks: concrete, direct, etc.... **[Condition 54]**

Neighborhood Walk: These are short, small-scale walks designed to provide recreational opportunities, alternative routes, or shortcuts. The walk is a 4 ft wide trail with 3 ft landscape borders which will fit within the 10 ft easement provided. The easement should be dedicated to the City to ensure the route remains open.

Block 24, Lot 2's design, provided a stub to a trail, anticipating a trail leading up to Parcels A/1, such as Tract I. The applicant is proposing to build a woonerf that will be the receiving point for the Block 24 trail, but not to build the trail connection. Another entity will construct it in the future.



Location of begin/end of potential trail connection in Block 24

At the time of Final Plat, tracts that contain trails or sidewalks shall allow public access in perpetuity if the tracts containing them are privately owned. [Condition 55] Finally, to ensure that the completion of the trail improvements are timed appropriately, trails must be complete prior to the Certificate of Occupancy of the first dwelling unit served by the trail. [Condition 56] This implements Condition #32 Bullet 2 of the WSDOT Plat.

To ensure that homeowners purchasing in Parcels 1 and A are aware of these trails, the tracts and locations of trails shall be signed upon Final Plat. [Condition 57] This implements Condition #32 Bullet 1 of the WSDOT Plat.

FINDING: As conditioned, the proposed plat is consistent with applicable trail requirements and the Development Agreements.

PARKS, PLAZAS, WOONERFS

ISSAQUAH HIGHLANDS (APPENDIX U) AND WSDOT TDR (APPENDIX I)

The purpose of this appendix is to encourage a variety of gathering and recreational opportunities through establishing minimum standards to encourage the development of such spaces. In general, the WSDOT TDR Trail Appendix is similar. Thus the parks will be reviewed using the Issaquah Highlands standards, per Action Memo #111811, **Attachment E**.

Several tracts are shown as open space, Tracts A through G; Tract H accommodates just a trail and its landscape and Tract I is a woonerf. Though Tracts A and D are shown as open space, their purpose is to contain regulated or functional steep slopes. Tract B is predominately a decorative landscape tract. Tracts C through G contain useable open space for non-trail recreation, and are discussed above under the Section on **Urban Design Guidelines**. No concept was submitted for these tracts with the plat though Staff anticipate the Applicant may present something to the Commission. At that time Staff may have additional conditions.

To ensure that the completion of the park and open space tracts are timed appropriately, open space tracts must be complete (landscape, recreational facilities, and elements whose timing is not specified in other conditions) prior to the Certificate of Occupancy of 50% of the dwelling unit adjacent to the park or open space. [Condition 58] In addition, these tracts or other land

impacted by the construction of this plat, shall be landscaped if cleared. [Condition 59] This implements Condition #33 of the WSDOT Plat.

FINDING: The proposed plat is consistent as conditioned, with applicable park and plaza requirements and the Development Agreements.

COMPREHENSIVE PLAN COMPLIANCE

Applications submitted for the Urban Villages need to not only be consistent with the applicable DA and Issaquah Municipal Code, but must also demonstrate consistency with the Issaquah Comprehensive Plan. See Attachment C for excerpts from the Comprehensive Plan that illustrates consistency with the submitted application.

CITY DEPARTMENT REVIEW COMMENTS

A. Fire

Comments have been incorporated or will be addressed with future permits.

B. Planning

No comments.

C. Public Works Operations

Comments are relevant to future Utility Permits and will be incorporated at that time.

D. Police

No comments.

E. Building

No comments.

RECOMMENDATION:

Based on the submitted plans, staff recommends approval of the preliminary plat application for Issaquah Highlands Parcel 1 and WSDOT TDR Parcel A, File No. PP11-00001, as presented in this Staff Report dated November 29, 2011, together with Attachments A through F, subject to the following conditions:

- 1 With the submittal of the Final Plat, provide confirmation that the IHCA will accept the dedication of the tracts identified in the preliminary plat. If the IHCA will not accept the dedication and maintenance obligations, the applicant must either have the property owners retain responsibility or determine if the City will accept dedication.
- 2 In the event the project is phased, the Responsible Official has the right to apply additional conditions with Building or Utility Permits to ensure each phase complies with the Development Agreements and City Code, such as but not limited to access, fire, circulation, parking, and landscaping requirements. Utility and/or building permits for any phase must include a proposal for stabilizing the balance of the site. Interim landscape placed on site shall discourage invasive plants from sprouting and establishing. Routine maintenance by the applicant of these areas will look for and remove invasive plants and debris.

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- 3 Comply with the approval conditions of SEP07-0021H:
 - At Final Plat, the applicant shall identify those lots to which Condition #3 applies.
 - Prior to approval of Building Permit, the applicant shall, consistent with Condition #3, provide Notice on Title, indemnification, and hold the City harmless.
 - Per Condition #4, a landscape enhancement plan for the critical area tracts and disturbed open space shall be prepared consistent with Appendix E, Section 24E of the Issaquah Highlands Development Agreement and submitted to the Responsible Official for review and approval prior to issuance of Building Permits for any adjacent lots. The replanting shall include conifer trees and shall be monitored and maintained for a 2-year establishment period following planting. This will be reviewed with the Utility Permit.
 - 4 Comply with the approval conditions of SEP11-00003:
 - Per Condition #2, a landscape revegetation plan, including trees, shall be submitted for the buffer disturbed during construction or previously cleared. The area shall be replanted with native vegetation, accepted, and bonded for maintenance prior to issuing a Certificate of Occupancy for home adjacent to the top of the slopes. This will be reviewed with the Utility Permit. In addition, per the Development Agreement, the revegetation shall be guaranteed through a 3-year establishment period.
 - At Final Plat, per Condition #3, steep slope critical area and buffer within Tract D and Lots 35 and 36 shall be protected and placed in a critical area tract or conservation easement.
 - At Final Plat, the applicant shall identify those lots to which Condition #4 applies.
 - Prior to approval of Building Permit, the applicant shall, consistent with Condition #4, provide Notice on Title, indemnification, and hold the City harmless.
 - 5 With Final Plat, provide access to the City's Tract F, south of this plat. Access is for maintenance, repair, restoration, etc... and so must be available from both the east and west ends of Tract F.
 - 6 Unless expressly identified, approval of this preliminary plat application does not modify any City regulations, Issaquah Highlands or WSDOT TDR Development Agreements' standards which are in conflict with elements of the plat or application. Modification of the standards or guidelines requires an explicit approval in the Notice of Decision for this application or a separate Modification as allowed under Appendix M (Issaquah Highlands) or Appendix G (WSDOT TDR) of the Development Agreements.

Main Body

- 7 A condition shall be placed on the face of the final plat, which specifies which lots follow which Development Agreement for the purposes of School Impact fees. For school mitigation fees only, the lots shall be split evenly between the two Development Agreements. Also the Final Plat condition shall include language which requires the payment of mitigation fees per the School Mitigation Agreement (A.F.N. 9508160202) for the 40 lots entitled with Parcel A, and for lots entitled with Parcel 1, shall pay School Impact fees in place at the time of permitting.

Goals and Objectives

- 8 The Master Developer (Port Blakely Communities) shall require builders to build to Built Green 4 Star/Energy Star standard. This will be reviewed with Building Permit.
- 9 Site lighting shall reinforce Issaquah Highlands' urban design goals and provide for the needs of the public to have safe, attractive, and functional spaces. Through engineering plan review, a lighting plan shall be proposed for new streets, woonerfs, alleys, or on-site exterior lighting which maintains lighting at the minimum necessary for safety, and balances the goal of minimizing night glow and off-site lamp visibility with pedestrian scale lighting. The lighting plan shall comprehensively address building, street, alley, woonerf, plaza, parking lot, and landscape lighting so that lighting impacts are not compounded in portions of the site by overlapping illumination patterns. Light fixtures shall be pedestrian scale. This will be reviewed with Utility Permits.
- 10 Generally, homes shall have direct pedestrian connections to the sidewalk (or woonerf) system without using the driveway. However, factors such as grade, lot width, etc... could result in walks connecting to the driveway, but priority is given to pedestrians over vehicles. In any case, the front door and the route to it shall be evident from the street. This will be reviewed with the Building Permit.
- 11 Appropriate signage and way finding will be included with all trails provided through this property. This will be reviewed with Utility Permits.
- 12 With Utility and/or Building Permit(s), the applicant shall establish, consistent with Issaquah Highlands Appendices A and S, gateways that define the boundaries between off-site open spaces and on-site facilities especially pedestrian walkways that connect between the two, such as, the south end of Woonerf B and the Combined Use Trail.

Land Use

- 13 Activities on Parcel 1 must comply with Section 6 of WSDOT TDR Appendix E:
 - No logging or clearing of Parcel 1 is allowed prior to the issuance of a Notice of Action on this preliminary plat.
 - Prior to grading activities, the applicant must provide geotechnical analyses demonstrating soils are compatible with proposed development.
 - Once cleared, land which sits idle for 6 months, must be revegetated with native plants and trees and maintained for 3 years.
 - Following clearing, the applicant shall monitor common edges of forested areas for 3 years to identify blow down. If blow down occurs, replacement trees shall be planted per the Development Agreement.
 - Fills may not exceed 12 ft.
 - Hauling to import or export soil must demonstrate that it has been minimized through the on-site reuse.
 - Provide certification of project boundaries following clearing and grading to ensure no activities have extend beyond the parcel's edges.
 - Provide a photographic log of the forested area prior to logging, especially where the new forested edge will be located.

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- A public salvage of plant materials will occur prior to logging activities. These will be reviewed with Utility Permits.

Surface Water

- 14 Prior to the approval of the first Utility Permit, a Critical Area Study must be submitted and approved that shows any stormwater pipes within Tract A are consistent with the requirements of Appendix E.
- 15 Prior to the issuance of the first Utility Permit in Parcel 1, the outfall pipe to the south of Parcel 1 shall be in-service and operational.
- 16 Prior to the issuance of the first Utility Permit for Parcel 1, a critical area study must be submitted and approved that demonstrates that infiltration is consistent with the findings regarding the steep slope Critical Area Study prepared by Golder Associates for this project.
- 17 No more than 3.2 acres of impervious area may be constructed in Parcel 1 (less any impervious surface areas in Lots 23 through 38 and Woonerf B). This will be reviewed with Utility Permit.
- 18 All pipelines must be installed within rights-of-way or within utility easements. Any easements must be recorded prior to City acceptance of the utility for service. This condition will be enforced with the Utility Permit.
- 19 All construction must comply with the City's currently adopted TESC requirements.

Critical Areas

- 20 At Final Plat, show the 10 ft steep slope buffer along the appropriate northern and western edges of the plat and provide appropriate protections for it.
- 21 Structural fills that have a resultant slope of greater than 40% do not need setbacks or buffers under the following circumstances: 1) they have been designed by a licensed geo-technical or structural engineer and 2) construction was performed under the guidance of a licensed structural or geo-technical engineer, and 3) the as-built plans are certified by a licensed structural or geo-technical engineer. Otherwise, these areas will be treated as steep slopes under Appendix E. At the time of review and approval of these constructed steep slopes, special planting techniques on slopes 3.1:1 or steeper may be required to assure the establishment and viability of plant and tree materials. This will be reviewed with Utility Permits.
- 22 At Final Plat, critical area, including buffers, shown on developable area, such as Lots 35 and 36, shall be protected, preferably by placing the critical area within separate tracts.
- 23 Prior to issuance of Utility Permits for areas including or adjacent to critical areas, permanent survey stakes shall be installed in the field that delineate the boundaries of all critical areas.
- 24 During any activities allowed by Utility Permits within 100 feet of a critical area or a project boundary, the applicant shall hire an independent qualified professional acceptable to the Responsible Official, to be on-site to ensure permitted activities do not exceed the limits indicated on these approved plans. Following completion of the approved activities in these areas, a licensed surveyor shall submit an affidavit to the Responsible Official attesting that the

activity was maintained within approved limits. This affidavit shall be submitted to the MDRT prior to the approval of any Building Permits for the area in question.

- 25 At Final Plat, the BSBL for any adjacent critical areas shall be shown on all lots on which the BSBL is present.
- 26 Permanent signs identifying the type and value of the critical area shall be installed prior to occupancy of any adjacent blocks or lots. Signs shall be placed one per 50 feet or as directed by the Responsible Official. This will be reviewed with Utility Permits.

Water

- 27 All water mains must be looped, which will be reviewed with Utility Permit.
- 28 All water pipelines must be installed within rights-of-way or within utility easements. Any easements must be recorded prior to City acceptance of the utility for service. This condition will be enforced with the Utility Permit.

Sewer

- 29 All public sewer pipelines must be installed within rights-of-way or within utility easements. Any easements must be recorded prior to City acceptance of the utility for service. This condition will be enforced with the Utility Permit.

Streets

- 30 Road A shall be designed and constructed as Subcollector 2 street per the modified standard in AM11-00003. This will be reviewed with the Utility Permits.
- 31 The Alley (B and C) and Woonerf A shall be posted as "No Parking." Woonerf B and Road A shall be posted "No Parking - Fire Lane" on the side of the street without parking. Prior to issuance of Building Permits, the applicant shall receive approval of a striping and/or signing plan for alleys and streets approved with parking limitations, and the signs installed. This will be reviewed with the Utility Permit.
- 32 Alley B and C shall be designed and constructed to accommodate the appropriate turning radius for garbage trucks. This will be reviewed with the Utility Permit.
- 33 Woonerf B will be constructed in concrete, 15 ft wide, with no curbs, and serve no more than three homes. It will have a driveway cut from Road A, and all grade change must occur between Road A and the sidewalk, and no perceived grade change shall occur in the sidewalk or between the sidewalk and the woonerf. The woonerf will use an inverted crown; it may not sheetflow into adjacent lots. No parking is allowed within this woonerf. This will be reviewed with Utility Permits.
- 34 Prior to issuance of Building Permits, site design of the houses fronting on any woonerf, shall limit height or presence of elements (e.g. walls, landscaping) directly abutting the woonerf that would inhibit drivers and pedestrians (especially small children) exiting lots from seeing each other.
- 35 Sidewalks serving Lots 55-80 shall be placed close to the fronts of the lots from which the homes receive their pedestrian access, so access is direct and convenient, and tracts have

consolidated space for passive and active uses that are consistent with the Neighborhood Type. This will be reviewed with the Utility Permit.

- 36 Prior to submitting permits for construction except clearing and/or grading, or with the ASDPs for the common area tracts, the applicant shall identify the location(s) of mail kiosks, as approved by USPS. This will be reviewed with Utility or ASDP Permits.
- 37 When the ROW is located at the back of a sidewalk, and it is determined to be necessary by the Responsible Official, a two-foot maintenance and repair easement shall be granted to the City. For instance if a building or wall is located at the back of sidewalk, the easement is not necessary. This condition will be enforced during Utility Permit review.
- 38 Driveways from alleys which provide primary emergency service access routes shall provide at least 18 feet of length on the lot if the driveway will be used for parking. Driveways from alleys which do not provide emergency access shall provide at least 16 feet of length on the lot if they will be used for parking. Driveways which are not intended for parking must be less than 8 feet in length to clearly indicate they do not accommodate parking. This will be reviewed with Building Permits.
- 39 Address monument signs shall be provided at the nearest road to clearly identify the location of the following lots: Lots 26-28 on Woonerf B. The address signs shall have numbers/letters approximately 6 inches in height. The final location and design shall be approved by the Responsible Official. This will be reviewed with Building Permits.
- 40 All curbs shall be vertical except in special circumstances such as for EF&R or garbage collection. No extruded curbs may be used. This will be reviewed with Utility Permits.

MTFA

- 41 No occupancy of residences in this plat may occur until College Drive and the multi-use trail between the Williams Gas/PSE easements and the BPA easement have been provided. This will be implemented with Building Permits.

Landscaping

- 42 With the approval of permits for landscaping, all trees, either new or retained on site, will be counted and tabulated. This will be reviewed with Utility Permits.

Urban Design Guidelines

- 43 Designated pedestrian paths and trails which cross vehicular routes, drives, access routes, etc... shall be designed to draw the driver's attention to the possible presence of pedestrians. This condition would be met, for example, through the use of pedestrian tables, changes in material (e.g. concrete, pavers; not solely paint or striping), etc... Emergency vehicle routes shall not use raised crosswalks. This will be reviewed with Utility Permits.
- 44 Replace the road bulb-out serving Lots 35-38 with a pedestrian-oriented solution, such as a shared surface. The appropriate solution will provide pedestrians with a direct route from Lot 35 to 38, give pedestrians priority over cars, while maintaining access to residents and EF&R. EF&R must be able to get within 150 ft of the furthest point of each home (as the hose lays). This will be reviewed with Utility Permits.

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- 45 For lots 40 feet in width or narrower, at Building Permit, review placement of the house, both relative to the street and adjacent homes, to create a street presence for all houses. In addition, for street-loaded lots, 40 feet in width or narrower, driveways shall be limited to 12 feet within the right-of-way. Driveways on street-loaded lots 45 feet or narrower shall be limited to 16 feet in width, within the right-of-way. In addition to the driveway widths specified above, there may also be 2-foot wings on either side of the driveway. In no case, shall any on-site driveway be wider than 20 ft. This will be reviewed with the Building Permit.
 - 46 Incorporate children as an integral user of all tracts without steep slope, including varied opportunities for children's play. This will be reviewed with Utility Permits as well as the Administrative Site Development Permit for the open space Tracts.
 - 47 Open space tracts should provide a diversity of passive and active recreation for all ages. Tract C shall maximize level space, defined as 2-3% maximum cross slope. Grading in Tract G shall complement the tract's activities and to make them more interesting for users and adjacent uses. Tract F should provide unique and complimentary uses for the two corners sites created by the plat. This will be reviewed with the ASDPs for these tracts as well as Utility Permits.
 - 48 Lots 55-57, and possibly Lot 58 must have their "fronts" to Tracts G, by providing: a) a front door facing the park, b) a front walkway to and from the park, c) a façade which through design and detailing conveys it is the front of the house. If a builder or homeowner desires low fencing or landscape along the park property line or adjacent to the main park walkway, it must be less than 42 inches in height. The backside of Lot 54 must balance privacy for the lot against the design of Tract C. Again fencing of moderate height, no higher than 48 inches, may be placed between Lot 54 and Tract C. This will be reviewed and/or conditioned with the Building Permit.
 - 49 In parks and landscape tracts, design of the above ground facilities, such as walkways, significant plant materials, etc... shall take priority over the convenient location of utilities, unless this would significantly compromise the function of the utilities. Place above ground utilities in inconspicuous locations and screen them. On construction permits, utilities and their necessary easements shall be shown. This will be reviewed with the Administrative Site Development Permit(s) for these tracts as well as Utility Permits.
 - 50 In order to minimize the aesthetic impacts of the development, the following shall be incorporated into the Building Permit applications for homes visible from off site:
 - a. Average building heights shall not exceed 40 ft
 - b. Blank walls shall be avoided, especially where visible from off-site; if necessary, articulation or other features will be provided. Articulation would incorporate tiering, building offsets, and/or other means to soften the building's form. Appropriate features would include doors, windows, building articulation, and/or other architectural features to create a visually interesting environment.
 - c. In addition to landscape in the adjacent steep slope tracts, the visible side of the homes may have open-style fences or varied hedges up to 4 ft in height. A covenant or other mechanism, acceptable to the Designated Official, shall be recorded to ensure that if a hedge is used it is maintained at 4 ft. If a fence is used, the appropriate amount of fence openness will be evaluated in combination with the landscaping and building architecture as viewed from

outside Parcels 1 and A. Solid fences or unvaried shrubbery plantings (such as a wall of only arborvitae) will not be permitted.

d. The prominent finish of building facades visible from off-site shall be muted, non-reflective material incorporating neutral to dark earth tones.

Trails

- 51 The Feature Pedestrian Way must conform to the adopted standard or an AMM processed prior to any further actions occurring, except logging on Parcel 1. Receive the permission of the adjacent property owner or place the trail on Parcel A connecting to Tract I. This will be reviewed with the Utility Permit.
- 52 The access to the PSE/Williams Gas easement will be designed as a Combined Use Trail. Bollards or similar elements shall be used to ensure only authorized vehicles can access the easement area. Signs should be provided that indicate that the pedestrian route is a deadend and unimproved. This will be reviewed with the Utility Permit.
- 53 The neighborhood trail must conform to the adopted standard or an AMM processed prior to any further actions occurring, except logging or grading. This will be reviewed with the Utility Permit.
- 54 All exterior staircases and paths shall be at least 5 feet wide, clear of intruding handrails, mature landscape, car overhangs, light poles, tables and chairs, etc.... There shall be no single steps in each stair and they shall be generally level. Planter beds adjacent to walkways, shall select plants whose mature size will not impact the walkway width. Sidewalks, trails, and paths 15% or greater shall use stairs to negotiate the grade. This will be reviewed with Utility and/or Building Permits.
- 55 At the time of Final Plat, tracts that contain trails or sidewalks shall provide access easements in perpetuity to the City, if the tracts containing the trails or sidewalks are retained on privately owned property.
- 56 Trails must be complete prior to the first Certificate of Occupancy for dwelling units served by the trail. This will be reviewed with the Building Permit. A phasing diagram will be submitted, reviewed, and approved with Utility or Building Permit.
- 57 Any parcel or tract containing a trail shall be signed immediately upon Final Plat of. Signs shall identify that trails will be placed in these locations. Signs shall remain in place until construction of the trail is complete. This will be reviewed with Utility Permits.

Parks, Plazas, Woonerfs

- 58 Open space tracts must be complete (landscape, recreational facilities, and elements whose timing is not specified in other conditions) prior to the Certificate of Occupancy of 50% of the dwelling units adjacent to the park or open space. This will be reviewed with the Building Permit. A phasing diagram will be submitted, reviewed, and approved with Utility or Building Permit.
- 59 Any tract in this plat whose primary purpose is open space and which has been cleared, shall be landscaped to prevent erosion and to enhance the overall appearance of the community. Landscaping shall include groundcovers, shrubs, and possibly trees. Trees selected shall either

not be tall at maturity or shall be located to frame rather than block views. This will be reviewed with the Utility Permit.

ATTACHMENTS:

- A. WSDOT Preliminary Plat Approval Condition Status (PP07-001IH)
- B. Appendices A & S excerpts
- C. City of Issaquah Comprehensive Plan excerpts
- D. AM11-00002, REVISED Transfer of Residential Densities
- E. Action Memo #111811
- F. Preliminary Plat Package:
 - Narrative
 - Plat Drawings, Shts 1- 6, dated November 16, 2011

cc: Keith Niven, MDRT Program Manager
Dan Ervin, MDRT Engineering Consultant
Mark Lawrence, Eastside Fire and Rescue
Irma Dorè, Port Blakely Communities
Vicki Stier, Port Blakely Communities

Attachment A: WSDOT Preliminary Plat Approval Conditions (PP07-001IH)

The following are the Final Adopted Approval Conditions for the WSDOT plat. As Parcel A was part of this plat, these conditions may apply to the Parcel A plat as well. All WSDOT conditions are reproduced below, followed in italics by their status and/or applicability to the Parcel A plat. Because the current plat, PP11-00001, is jointly for Parcel A and Parcel 1, which is covered by a separate Development Agreement, any conditions from the WSDOT plat which apply to Parcel A have been addressed through new conditions for Parcels A and 1, so that when appropriate, the conditions apply to both parcels, and thus the entire property.

1. A condition shall be placed on the face of the final plat, which requires the payment of mitigation fees per the School Mitigation Agreement (A.F.N. 9508160202). (Note: this only applies to residential development.)
*This condition applies to Parcel A as it contains residential development; see **Main Body of the Development Agreement***
2. The City and the Master Developer (Port Blakely Communities) shall cooperate to achieve builder utilization of the Issaquah Highlands green building program. To the extent the future division of these parcels results in residential development, and should any of those units be comprised of the relocated 125 Block 9 residences, Port Blakely will strive to make those units Energy Star and 4 star Built Green.
*This condition has been revised due to subsequently adopted documents; see **Goals** for the new condition.*
3. Site lighting shall reinforce Issaquah Highlands' urban design goals and provide for the needs of the public to have safe, attractive, and functional spaces. Through engineering plan review, a lighting plan shall be proposed for new streets, woonerfs, alleys, or on-site exterior lighting which maintains lighting at the minimum necessary for safety, and balances the goal of minimizing night glow and off-site lamp visibility with pedestrian scale lighting. The lighting plan shall comprehensively address building, street, alley, woonerf, plaza, parking lot, and landscape lighting so that lighting impacts are not compounded in portions of the site by overlapping illumination patterns.
*This condition applies to Parcel A; see **Goals**.*
4. At the time of Final Plat, an east/west multi-use trail shall be established through the WSDOT Expansion Area. This trail shall be a continuous route intending to link Central Park, through the plat area, and connecting to commercial/retail uses in the East 42.
This condition does not apply to Parcels, and the route has established, so no further action is necessary.
5. Future land use permits and utility permits shall include a proposed roadway circulation network which ensures a functional, interconnected street system that encourages, walking, bicycling, and transit use.
*This condition applies to Parcel A and the plat has provided for this requirement. See **Goals, Roads, Urban Design Guidelines, and Trails**.*
6. Where opportunities exist, incorporate viewpoints and vistas into the design of future trails. This will be reviewed at the time of utility permits.
*This condition applies to Parcel A. See **Goals and Commitments, and Urban Design Guidelines**.*

7. Future active and passive recreational facilities within Tract QJ and QK shall be designed to be compatible with the neighborhood character of future development in Parcels A and C and consistent with the Urban Design Guidelines. Careful attention to the design and landscaping of these facilities shall ensure that these recreational/trail tracts do not serve to visually and physically separate the two parcel areas.
This condition does not apply to Parcel A.
8. The stormwater detention pond must be functional prior to construction of any impervious surfaces in the plat or another method of treating and detaining the stormwater prior to infiltration must be approved by the Responsible Official. This condition will be enforced during Utility Permit review.
This condition applies to Parcel A; however, the pond is fully functional, so no further action is necessary.
9. Buildings adjacent to Tract QO (and its associated wetland) are not required to discharge clean roof water to this wetland. This condition will be enforced during Utility Permit review.
This condition does not apply to Parcel A.
10. Buildings adjacent to Tract QL (wetland NF 34) must discharge clean stormwater from the roofs to the wetland via level spreader as detailed in Appendix D. This condition will be enforced during Utility Permit review.
This condition does not apply to Parcel A.
11. At the time of Final Plat, the building setback line (BSBL) for all critical areas shall be shown for all lots on which it is located.
*This condition applies to Parcel A, as there are steep slopes located on several sides of the parcel. See **Critical Areas**.*
12. The elimination, reduction and/or modification of steep slopes in this plat are subject to an approved grading permit and the conditions associated with the critical area study (SEP07-0021H).
*This condition applies to Parcel A and the relevant portions of this condition are addressed under **Background**, SEP07-0021H, and **Critical Areas**.*
13. Structural fills that have a resultant slope of greater than 40% do not need setbacks or buffers under the following circumstances: 1) they have been designed by a licensed geo-technical or structural engineer and 2) construction was performed under the guidance of a licensed structural or geo-technical engineer, and 3) the as-built plans are certified by a licensed structural or geo-technical engineer. Otherwise, these areas will be treated as steep slopes under Appendix E. At the time of review and approval of these constructed steep slopes, special planting techniques on slopes 3.1:1 or steeper may be required to assure the establishment and viability of plant and tree materials.
*This condition applies to Parcel A; see **Critical Areas**.*
14. A temporary grading easement is required prior to grading activities within Blocks 20, 23, and 24.
This condition does apply to Parcel A, especially if the Applicant chooses to place the Feature Pedestrian Way on the IHCA property, west of Parcel A. However, this easement has been recorded subsequent to the WSDOT plat and so no further action is required.
15. Per SEP07-0021H, a landscape enhancement plan for the critical area tracts and disturbed open space shall be prepared consistent with Appendix E, Section 24E of the Issaquah

Highlands Development Agreement and submitted to the Responsible Official for review and approval prior to issuance of Building Permits for any adjacent lots. The replanting shall include conifer trees and shall be monitored and maintained for a 2-year establishment period following planting.

*This condition applies to Parcel A. The steep slope west of Parcel A has been replanted; the steep slope north of Parcel A has not been replanted. See **Background** section for information on how this will be applied to this plat.*

16. Prior to issuance of Utility Permits for areas including or adjacent to critical areas, permanent survey stakes shall be installed in the field that delineate the boundaries of all critical areas.

*This condition applies to Parcel A; see **Critical Areas**.*

17. The use of hazardous or toxic substances and pesticides or certain fertilizers is prohibited in the 15' BSBL from stream and wetland buffers; organic, slow-release fertilizers are permitted.

This condition does not apply to Parcel A as all critical areas are steep slopes.

18. Permanent signs identifying the type and value of the critical area shall be installed prior to occupancy of any adjacent blocks or lots. Signs shall be placed one per 50 feet or as directed by the Responsible Official.

*This condition applies to Parcel A; see **Critical Areas**.*

19. During any activities allowed by Utility Permits within 100 feet of the steep slope, the applicant shall hire an independent qualified professional acceptable to the Responsible Official, to be on-site to ensure permitted activities do not exceed the limits indicated on these approved plans. Following completion of the approved activities in these areas, a licensed surveyor shall submit an affidavit to the Responsible Official attesting that the activity was maintained within approved limits. This affidavit shall be submitted to the MDRT prior to the approval of any Building Permits for the area in question.

*This condition applies to Parcel A; see **Critical Areas**.*

20. Prior to the approval of any design plans that enable the construction of water mains across the Williams gas pipeline easement, the applicant shall either complete and submit a study that verifies that there is no hazard associated with the gas-main cathodic protection system or the new water mains shall be designed and installed using non-ferrous materials. This condition will be enforced during Utility Permit review.

This condition does not apply to Parcel A.

21. Prior to the approval of any design plans that enable the construction of water mains across the PSE Easement, the applicant shall either complete and submit a study that verifies that there is no hazard associated with the electrical system or the mains shall be designed and installed using non-ferrous materials. This condition will be enforced during Utility Permit review.

This condition does not apply to Parcel A.

22. Any connection to the sanitary sewer collection pipes that flow through the High Streets neighborhood (the connection in Tract QGA) must be limited to 284 gpm maximum flow. This condition will be enforced during Utility Permit review.

*This condition no longer applies to Parcel C as subsequent construction addressed the underlying reason for the condition; see **Sewer** for more information.*

23. When the ROW is located at the back of a sidewalk, and it is determined to be necessary by the Responsible Official, a two-foot maintenance and repair easement shall be granted to the

City. For instance if a building or wall is located at the back of sidewalk, the easement is not necessary. This condition will be enforced during Utility Permit review.

*This condition applies to Parcel A; see **Roads**.*

24. Prior to further subdivision or land use approval on Parcel C or D, the roadway in Tract QGA must be extended to, and connect with, Park Drive at 15th Avenue.

This condition does not apply to Parcel A.

25. Deleted.

26. A signal warrant analysis for the intersection of Park Drive and 15th Avenue shall be required with each plat or site development permit application for properties in this Pre Plat.

This condition does not apply to Parcel A.

27. Prior to approval of utility plans for any new roadway intersections to serve Parcel B from Park Drive a plan must be approved by the Responsible Official that minimizes the impact of the loss of any median and consolidates turning movements on Park Drive. This condition will be enforced during Utility Permit review.

This condition does not apply to Parcel A.

28. The applicant shall submit a comprehensive bike route plan for this plat area. The purpose of the plan shall be to ensure a safe and functional transition between the bike lanes as proposed in Tract QX, the bicycle facilities associated with the multi-use trail around the WSDOT stormwater pond (Tract QM), the proposed bike facilities in the High Streets neighborhood, and the existing bike facilities on Park Drive and within Central Park. The bike route plan must be approved prior to the approval of any Utility Permits that allow construction of roadways in this plat.

*This condition applies to Parcel A; see **Roads**. However, a bike route map has been accepted, so no further action is required in association with this plat.*

29. The applicant shall identify the proposed neighborhood type with subsequent land use permits within this area.

*This condition applies to Parcel A. The applicant has identified that the Neighborhood Type is House and Garden; see **Urban Design Guidelines**.*

30. It is the applicant's responsibility to verify that all easements located within the plat have been documented and addressed for all future land use applications.

This condition applies to Parcel A. This plat shows all easements that the City is aware of. No further action is required in association with this plat.

31. At the time of Final Plat, Tracts QJ, QK, and QM, as well as any other tracts that have trails that connect between streets (access tracts, woonerfs, or other circulation elements) shall allow public access on the trails in perpetuity if the tracts containing the trails are privately owned.

This condition does not apply to Parcel A, as this condition was implemented through the Final Plat; however, a similar condition has been applied to Parcel A through this plat.

32. The trail improvements within Tracts QJ and QK and any future tracts that have trails shall be phased to coincide with the timing of completion for adjacent development parcels. Trails within these tracts shall be:

- Signed immediately upon Final Plat of any parcel or tract containing a trail. Signs shall identify that trails will be placed in these locations. Signs shall remain in place until

construction of the trail is complete. .

*This condition applies to Parcel A; see **Trails**.*

- Completed prior to Certificate of Occupancy or final inspection of adjacent residences, unless the Responsible Official approves otherwise.

*This condition applies to Parcel A. See **Trails** for a modification on trail construction timing.*

33. Any tract in this plat whose primary purpose is open space and which has been cleared, shall be landscaped to prevent erosion and to enhance the overall appearance of the community. Landscaping shall include groundcovers, shrubs, and possibly trees. Trees selected shall either not be tall at maturity or shall be located to frame rather than block views.

*This condition applies to Parcel A; see **Parks**.*

34. Prior to any implementing utility permits or further Land Use action for this parcel, the property must either be in ownership of Port Blakely Communities or further granting of permit authority must be obtained by the current property owner, WSDOT.

This condition applies to Parcel A; however, Port Blakely completed the property purchase and Burnstead subsequently purchased Parcel A, so it is no longer relevant.

35. Prior to Utility Permits authorizing construction of permanent improvements across the PSE/Williams Utility Easements, provide evidence, acceptable to the Responsible Official, that these Utilities have been made aware of the proposed improvements and do not oppose them.

This condition does not apply to Parcel A.

36. Appropriate signage and way finding will be included with all trails provided through this property.

*This condition applies to Parcel A; see **Goals and Trails**.*

ATTACHMENT B: APPENDIX A and APPENDIX S

Appendix A: Goals and Objectives, Excerpts

Goals and Objectives:

In addition to the Principles provided within the Staff Report, Appendix A also contains Goals, Objectives and text describing the project's vision. Attachment B contains excerpts to illustrate and guide how the proposal contributes to that vision, unless a condition is required, then the text would be noted in the Staff Report.

Community Character

A. Objective: Create a pedestrian friendly and socially gregarious public realm in balance with individuality and privacy. *Dominance of the automobile in street design, commercial site planning, and even home design has severely and negatively impacted the social quality of our public realm. The negative perception of fast roads, garage dominance of streetscapes, and large surface parking lots between street and storefront is evidenced in Issaquah's and other regional visual preference surveys. In general terms, fulfilling this objective means: Creating residential streetscapes that emphasize front porches, community serving retail that resembles traditional small town main street, and transit hub mixed use that focuses on pedestrian plazas. Narrow slow streets and curbside parking in conjunction with parkways, street trees and sidewalks should be encouraged. Fast, no parking collector roads, surface parking lots, and garages projecting in front of homes should be discouraged.*

Alleys keep garages off streets and allow even narrow lot homes to present a gracious street elevation. Streets are more promenade than motorway and front porch living returns.

A COMMUNITY FOR ALL AGES

A. Objective: Provide for safe mobility and activity within Grand Ridge by all ages. *Walks, bikeways, and community shuttles should be given priority in circulation design and extend access to all of Grand Ridge for non-driving age groups. ... Children's neighborhood play areas should be overlooked by many windows.*

NEIGHBORHOOD HUBS

Goal: Encourage focal points and gathering places within neighborhoods, including opportunities for convenience retail, hospitality, community and recreation facilities.

A. Objective: Provide locations for community gathering places for public enjoyment and community activities. *... Garden courts, mews and promenades can provide pedestrian access to adjacent buildings and open onto the street.*

A CIVIC FOCUS TO PUBLIC, CULTURAL, RELIGIOUS AND COMMON FACILITIES AND COMMUNITY GATHERING PLACES

B. Objective: Locate child care, elementary schools, and lower intensity use park areas so that they are integral with residential neighborhoods.

A CHAIN OF SMALL PARKS AND COMMUNITY GATHERING PLACES

Goal: Provide both natural open space and active park areas within close proximity to all residents. *With clustering and increased density, we can provide a much greater proportion of nearby open space for residents. This open space must not only be near, but accessible. We also create a greater need for common play areas and gardens as we reduce the individual family's private yard areas. Parks should be*

within walking distance of residents. This requires a clearly defined parks policy that gives as much priority to small neighborhood play areas and gardens as it does to large region serving fields for organized sports.

A. Objective: Encourage tot lots, pocket parks, and neighborhood parks in convenient locations to serve all residents of Issaquah Highlands. *While providing children's play areas, viewpoint destinations for daily walks, or flower displays placed and maintained by community horticulture clubs, these parks can give unique focal identity to individual neighborhoods. Private play and garden courts may be shared by clusters of single or multi-family residents.*

C. Objective: Make Issaquah Highlands' surrounding open space accessible to residents.

D. Objective: Minimize neighborhood impacts created by general public access points to surrounding open space.

A VARIETY OF HOUSING OPPORTUNITY & NEIGHBORHOOD CHARACTER

Goal: Provide housing opportunities that serve a broad range of age, family makeup, lifestyle and income.

A. Objective: Offer a wide variety of residential types and densities within individual development areas and encourage neighborhood builders to broaden their offerings.

C. Objective: Encourage housing configuration and architectural design that creates a pedestrian friendly, gregarious and sociable public realm.

Small Lot Single Family, Narrow/Deep Lots with Alleys

Alleys keep garages off streets and allow even narrow lot homes to present a gracious street elevation. With resident traffic primarily in the alleys, streets are more promenade than motorway and front porch relaxing can be a pleasurable and sociable option to the back patio. Indeed with alley garages, homes may front on a common green, a "Woonerf" street (auto/delivery truck accessible streets whose design, scale and dominant use is pedestrian) or an exclusively pedestrian path.

Circulation

Goal: Plan circulation to provide convenient and safe bicycle and pedestrian access, and accommodate public transit.

A. Objective: Circulation at Grand Ridge should give priority consideration to bikes, pedestrian and intra and regional transit. *Residential neighborhood streets will feature just adequate travel ways and on-street parking, street trees in parkways will separate travel ways from sidewalks.*

Goal: Neighborhood streets should be designed not just to provide safe and convenient access for vehicles and pedestrians, but to be an integral part of the character of each neighborhoods sociable public realm.

A. Objective: Neighborhood streets at Grand Ridge should be as narrow as possible and still maintain adequate travel ways, safety and service vehicle access, and on street parking.

B. Objective: Grand Ridge neighborhood streets should provide safe and attractive designs where the whole composition of streets, trees, parkways, walks, front yards and front porches define and contain a common space for residents to stroll, meet, play, and socialize.

APPENDIX S: Urban Design Guidelines, Summary of Relevant Portions

The following is a summary of the general guidelines related to this project as well as features which are encouraged in the Neighborhood Types as well as the Multi-Family District.

- **Circulation** should be safe and comprehensible. Streets should provide safe, attractive, and interconnected designs where the composition of street, landscaping, and sidewalks or paths define a common space for walking, meeting, playing, or socializing. Individual streets should be as narrow as practicable and encourage low travel speeds while maintaining adequate travel ways and emergency and service vehicle access. The character of the street should compliment abutting uses. Dead-end streets should be reserved for special situations. On-street parking should be provided for guests and visitors. Bicycle lanes and low-volume streets should be planned to provide an interconnected system of bicycle routes.
- An interconnected **pedestrian system** of sidewalks, trails, and paths should provide for continuous routes through and between neighborhoods. The primary pedestrian circulation system at Issaquah Highlands coincides with the street system since sidewalks are a required element of all streets. Where the street system does not provide a continuous pedestrian route, trails may provide the pedestrian connection. By interconnecting at various locations, the trail system should provide continuous pathways through the community. The trail system should provide for a variety of experiences such as through wooded areas, parks, residential neighborhoods, and commercial and shopping areas, and along wetlands and storm water collection ponds. Individual trail elements such as the surface materials and landscaping should be related to the anticipated use, the character of the surrounding area, and safety and maintenance considerations. Trails should minimize construction impacts on the environment by utilizing existing pathways, combining, with other pedestrian routes, and meandering through critical area buffers.
- **House and Garden** neighborhoods regain much of the aspects of traditional neighborhoods with buildings set in park-like lawns. Neighborhood streets discourage high speed vehicular travel through the use of alleys, streets of varying lengths, and combinations of straight and curved streets, and on-street parking. These neighborhoods use techniques to lessen the impact of garages on the street such as alleys.
- **Hillside Overlay:** Use streets that run parallel to the hillside with paths located between building to provide public pedestrian connections. View outlook areas can be provided along hillside streets.
- **Social Gathering Places:** The purpose of the social gathering places is to create cohesiveness and continuity within the entire urban area while also providing points of delight and surprise. These are the places that we gather, that we use as landmarks, and that provide a unique identifiable character within neighborhoods. They may be large or small but regardless they create a means of locating oneself within the larger village environment.
- **Limited Use Open Space and Parks:** These are gems which add richness to the community experience.

ATTACHMENT C: City of Issaquah Comprehensive Plan

Land Use

GOAL: Establish a pattern of development that maintains and enhances the quality of life within the community by:

1. Protecting Issaquah's natural environment and scenic beauty;
2. Creating a diversity of high quality places to live, work, shop and recreate;
3. Providing for active public participation;
4. Requiring provision of the City's level of service for public services and public facilities and concurrent transportation facilities as a requirement of development approval within the City's Urban Growth Area;
5. Requiring multi-modal transportation as a key to a successful land use pattern which emphasizes pedestrian orientation, supports transit service, reduces the consumption of land and concentrates development;
6. Annexing areas within the City's Urban Growth Area to ensure compatibility with City standards and development regulations while providing for provision of the City's level of service for public services, public facilities and concurrent transportation facilities.

OBJECTIVE L-1: Natural Environment and Amenities: Land uses within the City shall maintain and enhance the natural environment and amenities of the City and surrounding area.

OBJECTIVE L-3: Neighborhoods: The City's residential areas shall reflect a variety of neighborhood types, lifestyles and community amenities.

OBJECTIVE L-4: Activity Areas: Encourage a mix of commercial, cultural, civic and residential uses that reinforce the community vitality of the commercial, office and service areas which make up the City's Activity Area.

OBJECTIVE L-5: Regional Coordination and Annexation: Use the Countywide Planning Policies as a basis for regional coordination and land use decisions. Pursue the annexation of the City's Potential Annexation Areas to accommodate the City's projected growth, apply the City's development and environmental regulations, and provide efficient services to the Issaquah community.

OBJECTIVE L-6: Adoption and Amendments of Land Use Designation Map and Comprehensive Plan: The City shall identify a variety of land uses and zoning districts which provide a balanced community in which to live, work, shop and recreate.

Housing

GOAL: Encourage the availability of housing for all economic segments of the population, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

OBJECTIVE H-1: Housing and Neighborhood Character: Promote a variety of housing types and densities throughout the City that promotes different existing and future neighborhood types such as traditional, suburban, and mixed-use neighborhoods.

OBJECTIVE H-2: Housing Supply and Affordability: Facilitate the opportunity for all residents to purchase or rent affordable, safe, clean and livable housing by determining the needs of residents and directing new housing, rehabilitated and preserved housing, and assisted housing to where housing is most needed.

OBJECTIVE H-3: Special Needs Housing: Promote housing opportunities for residents with special housing needs such as senior housing, group homes and foster care facilities.

OBJECTIVE H-5: Housing Safety and Compatibility: Promote environmental protection and housing safety by locating housing away from environmentally sensitive areas and other incompatible land uses and activities.

OBJECTIVE H-7: Regional Resources: Explore all possible means for cooperating at a regional level to address the City's housing needs, be it planning or leveraging regional and national housing resources.

Transportation

GOAL: To provide a variety of motorized and pedestrian transportation systems that facilitate the safe and efficient access and mobility of traffic and people.

Parks and Recreation

GOAL: FOSTER AND SUPPORT THE STEWARDSHIP OF HUMAN AND NATURAL RESOURCES THROUGHOUT OUR COMMUNITY, IN THE FORM OF PARKS, OPEN SPACE AND RECREATION, TO SERVE THE VARIETY OF NEEDS FOR THE RESIDENTS OF ISSAQUAH AND THE SURROUNDING AREA.

OBJECTIVE P-2: Visual Environment: Preserve and enhance the beauty of Issaquah through Issaquah's park system.

OBJECTIVE P-3: Future Generations: Ensure Issaquah's park system has a strong orientation towards providing for future generations.

OBJECTIVE P-4: Accessibility: Make Issaquah's park system easily accessible by as many user groups as possible.

OBJECTIVE P-5: Service and Management: Ensure Issaquah's park facilities are safe and well managed.

OBJECTIVE P-7: Partnerships: Pursue partnerships with schools, businesses, developers, user groups and neighborhood groups in order to provide and manage parks, open space and recreation facilities, services, maintenance and security.

OBJECTIVE P-8: Regional Coordination: Participate in coordination and cooperation on a regional basis to provide effective and efficient parks, open space and recreation services and facilities for the greater Issaquah area.

Utility and Public Services

GOAL: 1. Facilitate the development of all utilities and public services at the appropriate levels of service to accommodate Issaquah's planned growth.

OBJECTIVE U1: Service Provision. Ensure that utility services are available to support development that is consistent with the Land Use Plan.

OBJECTIVE U2: Water. Provide for the City's long term water needs by: protecting the aquifer, providing reliable levels of service, including water for domestic use and fire protection, and ensuring future water supplies by pursuing additional sources, as well as conservation and reuse measures.

OBJECTIVE U3: Sewer. Provide and maintain a sanitary sewer collection system that protects public health and safety and water quality through implementation of the policies within the Comprehensive Sewer Plan Update (10/92 and subsequent updates).

OBJECTIVE U4: Storm Water. Manage the quantity and quality of storm water runoff to protect public health and safety, surface and groundwater quality, and natural drainage systems through implementation of the Comprehensive Floodplain and Drainage Management Plan (1/93 and subsequent updates) policies.

OBJECTIVE U5: Police and Fire Protection. Provide for the City's current and future police and fire protection and emergency medical service needs by evaluating the effect that growth and land use decisions will have on these services and ensuring that adequate provisions are made to accommodate the demands of new development.

OBJECTIVE U7: Solid Waste Management. Manage the collection and disposal of solid waste, inclusive of garbage, recyclable materials and yard debris, in order to protect public health and safety, provide efficient and reliable levels of service and preserve environmental quality through pollution prevention and resource conservation. Encourage solid waste reduction, reuse and recycling throughout the City and with new construction and development.

Economic Vitality

GOAL: Enhance Issaquah's quality of life through balanced economic vitality strategy.

OBJECTIVE EV-3: Concurrency. Plan new development such that adequate public facilities are available to serve new development without decreasing existing community services.

City of Issaquah
Major Development Review Team (MDRT)
Administrative Minor Modification

NOTICE OF DECISION

TO: Irma Dorè
Port Blakely Communities
1011 NE High Street, Suite 200
Issaquah, WA 98029

SUBJECT: Administrative Minor Modification for density exchange between Parcel A/Parcel C and Development Area 4, East 42

Number: AM11-00002

Decision Date: February 7, 2011 **REVISION NOVEMBER 29, 2011**

Request: Application for an Administrative Minor Modification to the Issaquah Highlands Appendix B, exchanging density in two areas of Issaquah Highlands. (See Attachment 1)

Location: WSDOT Expansion Area and Development Area 4. See the submittals, Attachment 1.

Decision: On February 7, 2011, the MDRT approved an Administrative Minor Modification to Appendix B specifically limited to the above request. Approval of this application is based on the submittal of January 27, 2011 (Attachment 1). On November 29, 2011, the MDRT approved a Revision to this modification per Limitation #2, to add Parcel A to the density exchange, based on the submittal dated November 22, 2011.

Limitations: This decision applies only to the request described above, and as reflected in Attachment 1. The Responsible Official approves this Administrative Minor Modification with the following conditions:

1. This decision does not modify any of the Appendix B standards for the Development Areas, except residential density.
2. This decision may be revised to exchange density between properties in the WSDOT Expansion Area and Development Area 4 if the owners of the properties agree and the acreages exchanged are similar. This will be documented through revisions to this decision.

Reasons for Decision:

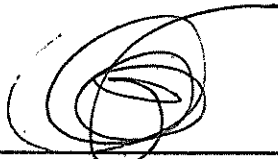
1. The Responsible Official is granted authority to make decisions on Administrative Minor Modification applications by Section 2 of Appendix M in the Two-party Agreement.

2. This modification is not specifically identified as an Administrative Minor Modification in Section 2.1 of Appendix M in the Two-party Agreement. However the list included in Section 2.1 is not exhaustive; other minor modifications may be proposed to the Responsible Official who may accept them for review. Also Section 2.1.11 generally allows modification to development standards.
3. Administrative Minor Modifications to the Two-party Agreement uses the review criteria established in Appendix M. Section 2.1 of Appendix M refers to the standards in Section 2.2 of Appendix M. Section 2.2 relies on Section 3.21 (Flexibility Objectives) of the Main Body of the Agreement.
4. Section 3.21 of the Main Body of the Agreement (Flexibility Objectives), states that modifications will occur to achieve a number of purposes including: incorporation of new information; responding to changing community and market needs; encouraging reasonably priced housing; and encouraging modifications which provide comparable benefit or functional equivalence with no significant reduction of public benefits or increased cost to the development.
5. Appendix A (Goals) describes a pedestrian oriented community with densities and uses that are located to support walking, biking, and transit. Also the Goals anticipate flexibility in the arrangement.
6. This modification will provide comparable benefit as the number of acres in each residential density range will stay the same, only the location will change. This change will allow higher density in a more central location, which makes it accessible to more services such as the Park and Ride and non-residential services, taking advantage of residents' ability to walk and bike. The placement of various facilities weren't known when the Development Agreement was adopted, and so the modification is responding to both new information as well as the needs of the community and the market.
7. AM01-008IH, approved March 9, 2001 eliminated Development Sub-Areas within Development Area 4. WSDOT Expansion Area was a single developable area without sub-areas.
8. The permitted uses allowed in each of the Development Areas are the same and are not changed by this Administrative Modification. The clearing limits for both Development Areas are the same, per AM00-003IH, and are not changed by this Administrative Modification. The allowable FARs are similar. In particular the placement and concentration of non-residential uses will be determined by Allowable Development and not FAR, so an exchange of minimum density will not effect the intent of the Development Areas.
9. Since adoption of the Issaquah Highlands Development Agreement, Development Area 4 and the WSDOT Expansion Area have had consistent residential density ranges. They are:
Development Area 4: 5-80 du/ac
WSDOT Expansion: 8-80 du/ac.
10. Since there are no development sub-areas, the request to exchange density doesn't involve modifying sub-area boundaries but determining if there are reasons to make the exchange and identifying areas of similar size.

11. The following table shows the amount of acreage devoted to each density range and the impacts to the acreage in each density range after the approval of the AMM. (Entire table revised with November 2011 Decision)

	5-80 du/ac		8-80 du/ac	
	Original Acres	Post AMM Acres	Original Acres	Post AMM Acres
Development Area 4	124.5	112.62	0	11.88
Block 17A (Feb 2011)	4.1			
Block 21 (Feb 2011)	4.7			
Block 22 (Feb 2011)	3.1			
Development Area 4	112.62	102.32	11.88	22.18
Block 24, Lots 1 & 2 (Nov 2011)	10.3			
WSDOT Expansion Area Parcel C (Feb 2011)	0	12.26	39.0	26.74
	12.26			
WSDOT Expansion Area Parcel B (Nov 2011)	12.26	21.36	26.74	17.64
	9.1			
Total – Feb 2011	124.5	124.88	39.0	38.62
Difference – Feb 2011		+.38		-.38
Total – Nov 2011	124.88	123.68	38.62	39.82
Difference – Nov 2011		-1.2		+1.2

This difference between acreages before and after the modification is minor and will not impact the character or vitality of this portion of the Issaquah Highlands project.



Lucy Sloman, AICP MDRT Planning Consultant

November 29 2011

Date

Attachment List:

1. Administrative Minor Modification Requests

Distribution:

Keith Niven, MDRT Program Manager
 Ben Rutowski, Polygon
Leo Suver, Steve Burnstead Construction
 Vicki Stier, Port Blakely Communities
 Appendix B of the Development Agreement

Action Memo

Major Development Review Team

Project: WSDOT TDR Development Agreement

Memo No. 111811

Date: 18 November 2011

Event: Parcel 1 Planning

Sponsor: MDRT

Summary of Action:

The application (PP11-00001) will be reviewed under the provisions of the 2-Party Development Agreement for Issaquah Highlands, except as specifically identified below which will apply to the lots and tracts, or portions of lots and tracts, that are located within Parcel 1:

- Main Body, Section 4.2 (Impact Fees)
- Appendix E, Section 6.0 (Clearing and Grading)
- Appendix F, Section 3.0 (Surface Water Management Standards)
- Appendix H (Critical Area Regulations)
- Appendix I, Exhibit I-1 (Trails Map)

Rationale:

Issaquah Highlands Parcel A and WSDOT Parcel 1 are adjacent to one another (Exhibit 1). The preliminary plat application (PP11-00001) for Issaquah Highlands Parcel A and WSDOT TDR Parcel 1 were submitted to the City as a consolidated application. The applicant, Steve Burnstead Construction, requested the application be processed under the provisions of the Issaquah Highlands Development Agreement (Exhibit 2).

As stated in the Guiding Principle (WSDOT TDR Agreement, Appendix A),

The primary goal or purpose of the Planning Goals and Design Guidelines is to provide residential and non-residential campus neighborhoods that compliment those found in Issaquah Highlands, embracing pedestrian importance, sustainability, and the social public realm of neighborhood design; and, are further described through the Goals and Objectives found in this Appendix A.

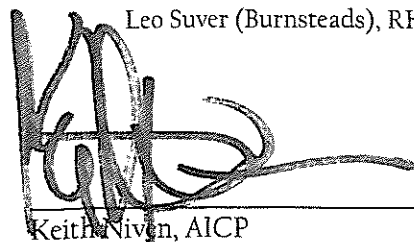
Action Memos are described in Section 5.4.1.1 of Appendix G of the WSDOT TDR Agreement. Review of this application under 1 development agreement will allow for a more straight-forward review by the Administration and will result in a more unified subdivision without compromising any of the provisions of the WSDOT TDR Agreement and is therefore consistent with the provisions of the Development Agreement.

Attachments:

- Exhibit 1 - Parcel Map
- Exhibit 2 - Request from applicant

Copies to:

Leo Suver (Burnsteads), RH2, Lucy, File

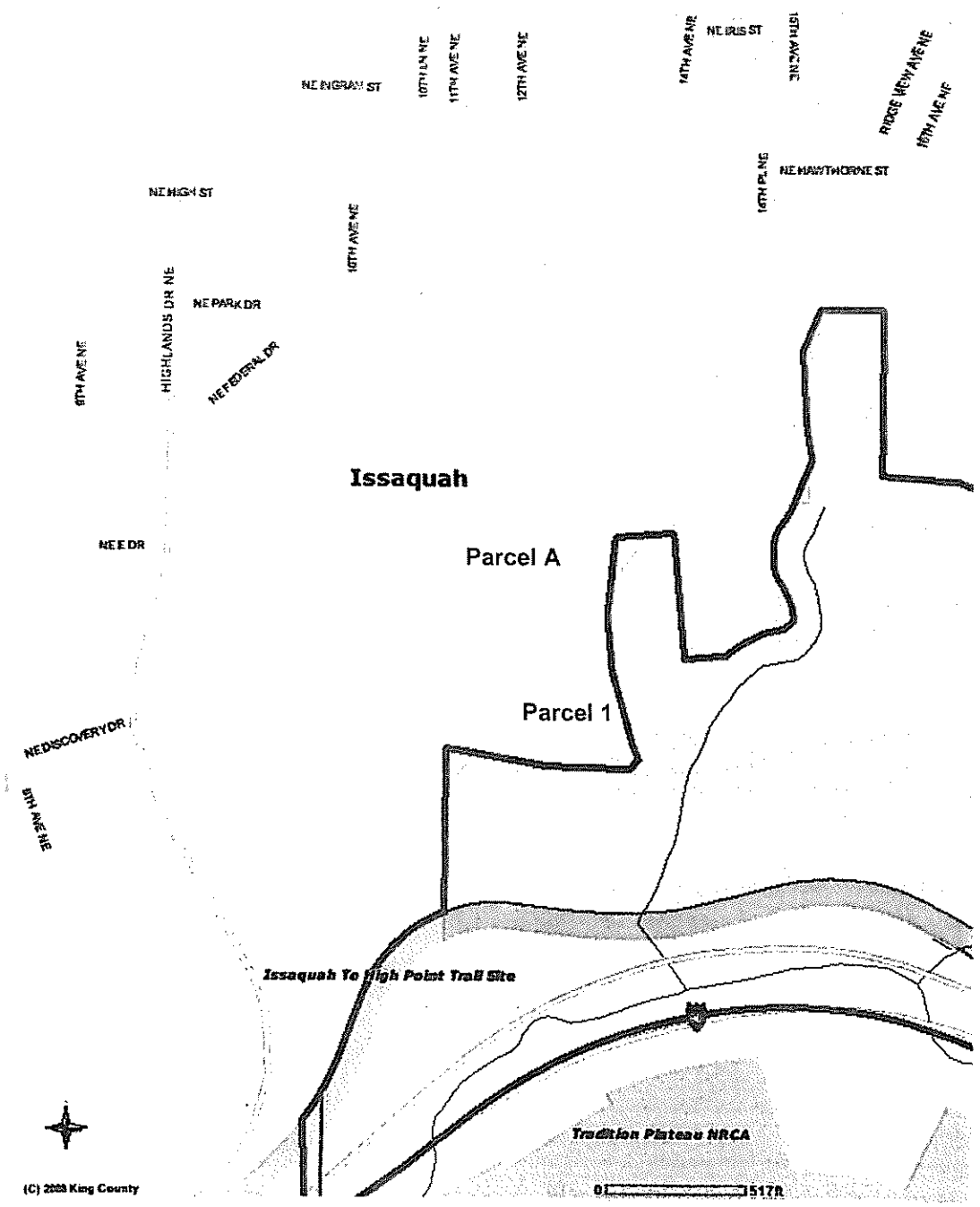


Keith Niven, AICP
MDRT Program Manager

18 Nov 11

Date

Exhibit 1 – Parcel Map



Keith Niven

From: Leo Suver [Leo@burnstead.com]
Sent: Wednesday, October 26, 2011 1:48 PM
To: Keith Niven
Cc: Doug Schlepp; Lucy Sloman; rhs@coredesigninc.com; gxs@coredesigninc.com
Subject: Parcel 1A

Hi Keith-

I met with Doug and Dan today to go over some items regarding our application for this project. Doug indicated that you need direction from me on how we wish the City to administer their review of the project, as it encompasses two Development Agreements:

Please administer using the Issaquah Highlands Development Agreement.

Thanks

Leo Suver
President
Steve Burnstead Construction, LLC
ph 425 454 1900 ext 218
direct fax 425 462 5116
email: leo@burnstead.com

**Project Narrative
Parcel 1A, WSDOT South Expansion Area
Preliminary Plat**

RECEIVED
JUL 15 2011
MDPT

Overview:

The proposed Preliminary Plat of Parcel 1A at Issaquah Highlands is located on an elevated Mesa adjacent to and South of Falls Drive, bordered to the East by the Williams Gas / PSE utility lines and to the West by the High Street commercial area. Parcel A was created through the short plat approval (PP07-001IH) dated December 4th, 2007, and is located within the WSDOT Southern expansion area. Parcel 1 was created through the TDR development transfer agreement which transferred development rights from the proposed ParkPointe project located elsewhere with the City of Issaquah and created by the Short Plat and BLA approval (SP11-00001) dated March 11th, 2011. The combined parcels are 13.46 acres in size (parcel 1 is 5.1 acres and parcel A is 8.36 acres). Parcel A was previously logged and cleared by the previous owner and Parcel A is densely forested. The site is primarily level topography bordered by steep man-made slopes on the West and North, and natural slopes on the East and South. There are several steep slope pockets on the South and East slopes containing slopes of 40% or greater. These have been designated on the grading plan. There are no identified areas of wetland or bodies of water located within or adjacent to the project.

The proposed plat consists of 80 single family detached dwellings. 26 of these lots are located in the center of the project and will be designed as a rear-loaded garage alley style product. A total of 54 lots will be traditional front-loaded garage style homes for a total of 80 units. The lots are designed to step with the site topography with a number of daylight basement lots located along the outer project boundary. Lots bordering the North boundary will contain side-stepped, basement lots to address the proposed grading.

The road system consists of residential streets, one woonerf and alleys to serve the development. Access to the site is via NE Falls Drive, with a proposed connection at the NE corner. All utility connections have been stubbed into the site at this same location.

Roadway System:

The vehicular circulation system consists of a public residential street (Road A) with parking on one side and sidewalks, planter strips and street trees on both sides of the street as the main entry road and internal loop street. Several open space / recreational tracts (Tracts B, C, E, F and G) directly border road A. Road B is a public residential alley street serving the interior group of lots. Tract I will contain a public Woonerf roadway that will extend from road A to the Southern project boundary. The Woonerf will also serve to access a proposed trail system to be located within the rural WSDOT parcel to the South. A total of 79 on-street parking spaces are proposed along Road A.

Trails and Open Spaces:

The project is proposing nine open space tracts for critical areas, parks, greens, trails and commons:

- Tract A is a steep slope common area located within the Northern portion of the site. This tract will function as a steep-slope open space to be owned and maintained by the IHCA.
- Tract B will be a small landscaped tract at the project entry, to be owned and maintained by the IHCA.
- Tract C will be a landscaped open space containing a level lawn area for active recreation, to be owned by the IHCA.
- Tract D will be a large forested open space bordering the Eastern and Southern border of the property. It will be owned and maintained by the IHCA as a permanent open space.
- Tract E is an open space landscaped tract that will contain pedestrian trail, benches, paved plaza and landscaping. It will be owned and maintained by the IHCA.
- Tract F is a landscaped open space with a pedestrian trail. It will be owned and maintained by the IHCA.
- Tract G is a landscaped open space with a tot-lot recreation element, retaining walls to create level active space and provide safety separation to the street, pedestrian trail and benches. It will be owned and maintained by the IHCA.
- Tract H is a pedestrian access tract that will provide neighborhood access to the planned Tract QI pedestrian access from the commercial areas to the West. Tract H will also contain a recessed seating / gathering plaza that will be created through a BLA with IHCA to create a neighborhood viewing area to the Western views from the project boundary. Landscaping, benches and retaining walls will be located within the proposed plaza. It will be owned and maintained by the IHCA.
- Tract I is a public Woonerf to provide vehicular access to lots 26, 27 and 28 as well as to provide a pedestrian connection to the open space tracts bordering the southern boundary of the project. It will be publicly owned and maintained.
- An additional pedestrian trail is proposed to connect Tract I to Tract H. This trail would be located at the top of the man-made slope located to the East of block 23 and block 22 and will be owned and maintained by the IHCA.

Housing Types:

The proposed housing type for this community will be detached single family, with both alley and front-loaded housing styles:

Front-loaded lots: Average front-loaded lot sizes will be minimum 40' x 100' and 44' x 100' sizes. Home sizes will range from 2600sf to 3600sf with 2-car garages and off-street parking for 2 additional vehicles. Alternating lot width will produce a varying

streetscape and add visual interest to building massing. Careful attention will be taken during architectural design to producing varying roof forms, to also add visual interest to building massing. Use of covered porches and articulated building massing at rear elevations to enhance visual interest will be incorporated into all building designs for the North and West facing lots. Additionally, lots 10 through 28 (which are the lots directly bordering the Western Project boundary) have been extended an average of 10 feet, and a rear setback of approximately 30 feet will be provided. Lots 11 through 22 will be graded as two-story lots to reduce building heights along the Western boundary also.

Alley lots: Average alley-loaded lot sizes will be a minimum of 40ft by 80ft, with wider lot widths provided at corner lots to promote articulation and visual interest of building side elevation. Home sizes will range from 2000 sf to 2400 sf with 2-car garages. Alley homes will front onto a common 15ft wide landscaped tract, which will provide additional front yard setback and de-emphasize building massing. A minimum of 8 alley homes will offer an optional accessory dwelling unit, to promote housing diversity.

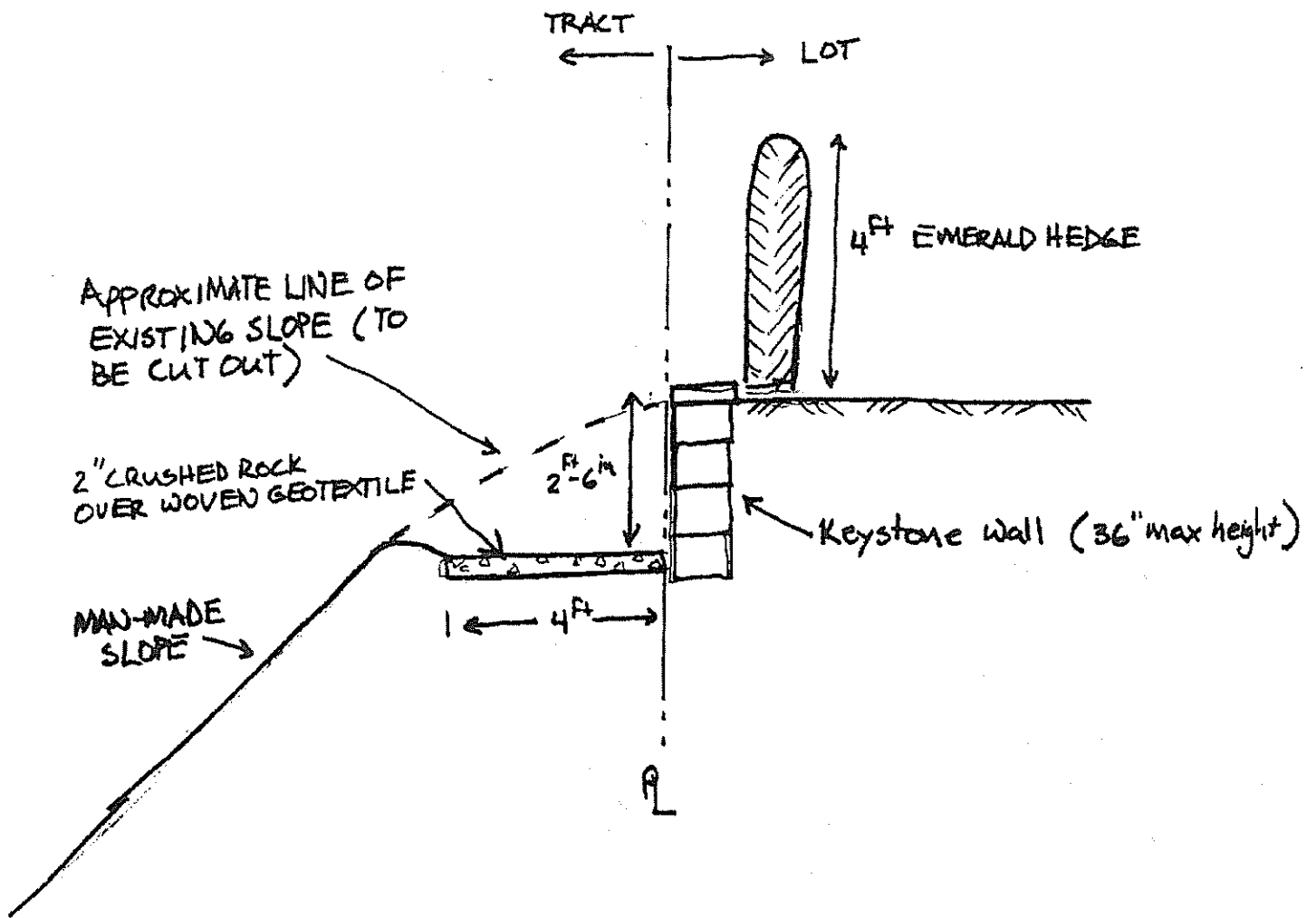
Building exteriors will be designed to a more contemporary northwest vernacular, and feature covered entry porches, exposed timber details, stone veneer, natural and manufactured building finishes with special attention to trim details. Garage doors will be de-emphasized through use of alley access and by recessing doors under living spaces above. Particular emphasis will be given to maximize outlook into adjacent greenbelts or open spaces (which encircle the project).

Unique Features:

The proposed project is located adjacent to the High Street retail portion of Issaquah Highlands. The Western and Northern outlook will produce excellent territorial and mountain views that will be emphasized in building design. Preservation of the existing native trees along the Eastern project boundary will create a visual buffer to the existing PSE power lines.

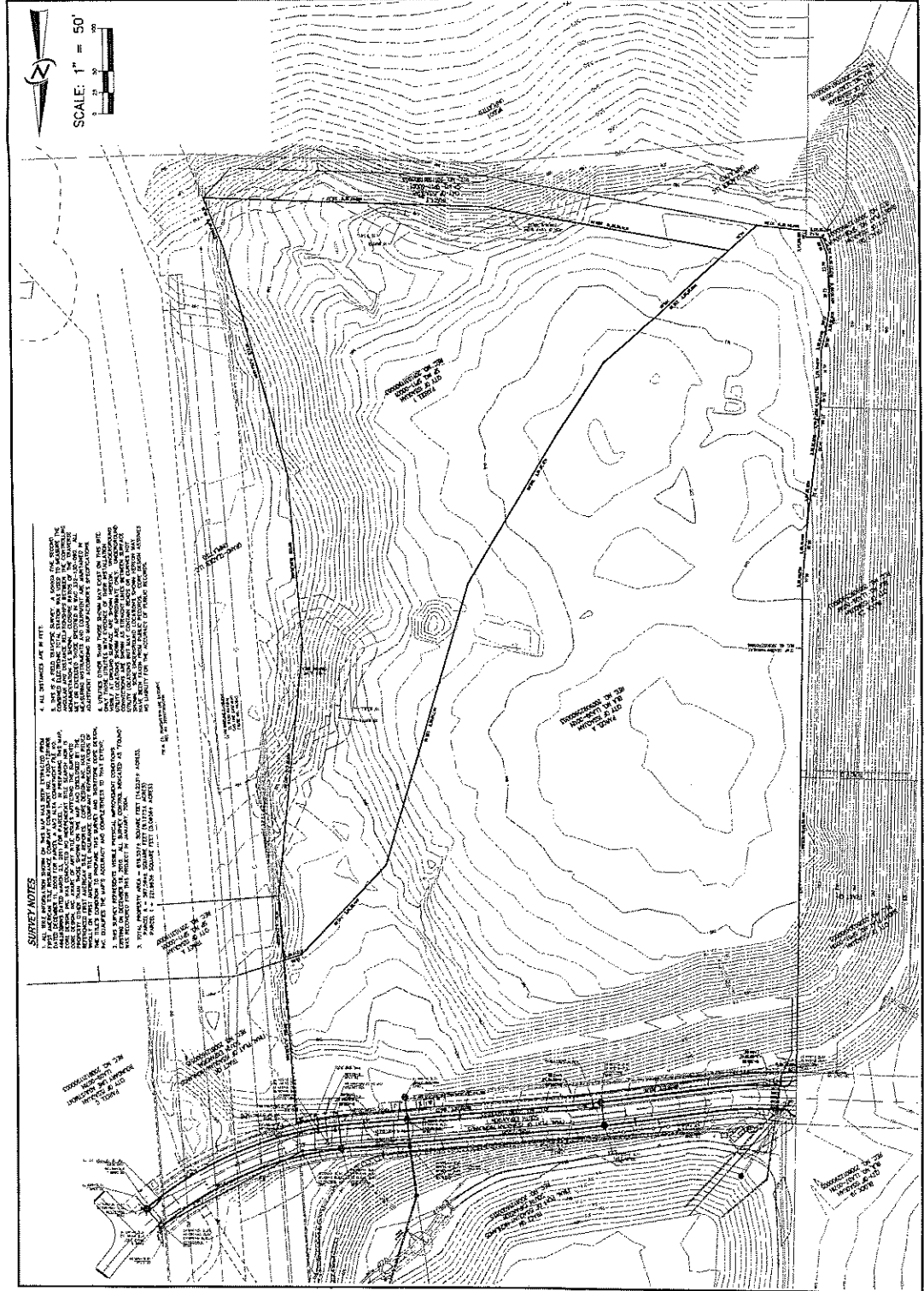
Uniformity of the Western appearance of the project will be achieved through strict architectural controls. A plat condition will contain language that restricts the use of any cedar fencing within lots 11 through 28. Additionally, a 4ft to 5ft tall emerald green hedge will be planted along the western project boundary that will provide uniform appearance, screening of structures, and privacy for residents. Black ornamental metal fencing will be permitted for security on a case by case basis, not to exceed 5 feet in height. Side yard hedges will also be encouraged, and a limitation will also be placed on the height of all rear yard hedges to preserve outlook from neighboring properties. Cedar arbors, gazebos or other structures will follow guidelines established for the IHCA on a case by case basis.

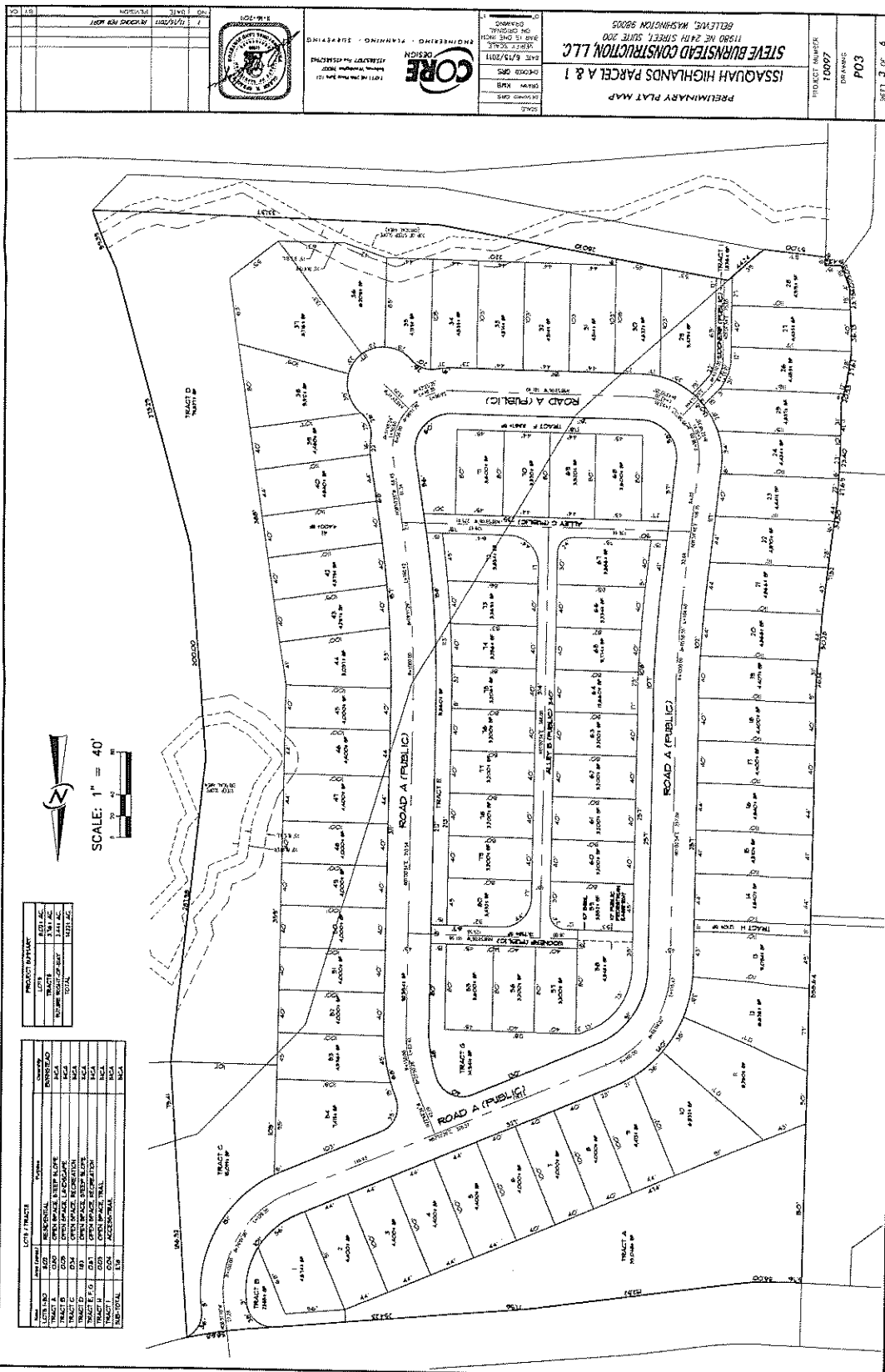
Fencing along the North, East and South boundaries will be limited to 42" in height per IHCA design guidelines.



PROPOSED PEDESTRIAN TRAIL
AT WESTERN PARCEL BOUNDARY
(NTS)

ISSAGUAH HIGHLANDS PARCEL A & 1 11900 NE 24TH STREET, SUITE 200 BELLEVUE, WASHINGTON 98005 STEVE BURNSTAD CONSTRUCTION, LLC		PROJECT NUMBER 10007	DRAWING P02
DATE: 6/15/2011 DESIGNED BY: [Signature] CHECKED BY: [Signature] SCALE: 1" = 50'		SHEET 2 OF 6	





ISSAQUAH HIGHLANDS PARCEL A & 1
 PRELIMINARY PLAT MAP
 STEVE BURRSTAD CONSTRUCTION, L.L.C.
 11580 NE 24TH STREET, SUITE 200
 BELLEVUE, WASHINGTON 98005
 DATE: 6/17/2011
 CHECKED: KRS
 DRAWN: KRS
 SCALE: AS SHOWN
 ON ORIGINAL
 1" = 40'

CORE DESIGN
 ENGINEERING - PLANNING - SURVEYING
 10711 NE 24TH STREET, SUITE 200
 BELLEVUE, WASHINGTON 98005
 206.452.1234
 WWW.COREDESIGN.COM

PROJECT NUMBER: 10007
 DRAWING: PD3
 SHEET 3 OF 6

